

Section 8: Toolbox for IL 47

In order to promote the smart growth principles for the IL 47 Corridor Plan, various strategies or “tools” are recommended. McHenry County, Kane County, and the municipalities may use these tools alone or in combination depending on community preferences to achieve the following objectives:

- Keep Traffic Moving
- Coordinate Local, Regional and State Decision Making
- Improve Economic Development
- Encourage Growth Nodes that Promote Transit and Walking
- Protect Natural Areas
- Promote Placemaking
- Strengthen Existing Developed Areas

Tools are listed below by objective and may be applicable to more than one objective. In the following pages, each tool is listed in alphabetic order with a detailed description, strategies for implementation and additional resources, if applicable.

Objective: Keep Traffic Moving

As growth occurs, congestion and travel times will increase on IL 47. This will most affect areas where growth historically already has occurred. In order to keep traffic moving, roadway improvements must anticipate and keep pace with growth. This objective includes tools aimed at keeping automobile traffic moving as well as providing for additional modes of transportation including walking, bicycling, and the use of transit. This includes creating a network of streets to decrease overdependence on a single thoroughfare, providing alternative routes to destinations along the corridor, and providing active transportation facilities, such as sidewalks, trails, and bicycle facilities. These tools include:

- Access Management Plan
- Bicycle Plan
- Bike Lanes/Wide Shoulders/Sidepaths
- Collector Roadway Grid
- Connections between Subdivisions
- Cross-access Agreements
- Cross Section Alternatives
- Frontage Roads and Rear Access Roads
- Limit New Signals
- Pace Development Guidelines
- Parallel Collectors
- Shared Driveways

Objective: Coordinate Local, Regional and State Decision Making

Decisions regarding land use and transportation should be coordinated not only within a particular municipality but also among them. These decisions must also be coordinated with county, regional and state agencies. This toolbox provides an opportunity to coordinate local and regional planning efforts through the following tools:

- Corridor Planning Council
- Education of Elected Officials, Public and Communities
- Intergovernmental and Boundary Agreements
- Linking Long Range Transportation and Land Use Plans
- Regional Trail System with Local Connections
- Support Regional Planning Efforts
- Transportation Plan

Objective: Improve Economic Development

Economic vitality is a cornerstone for every community. Access to IL 47 is an important component of economic development as it brings goods and shoppers to adjacent municipalities. These tools include:

- Alternative Funding Sources
- Business Development Districts (BDD);
- Density Incentives and Bonuses
- Enterprise Zones
- Façade Improvement/Signage Grants
- Hotel/Motel Tax
- Incubator Programs
- Industrial Revenue Bonds
- New Markets Tax Credits
- Payments in Lieu of Taxes (PILOT)
- Property Tax Abatements
- Recovery Zone Economic Development Bonds
- Recovery Zone Facility Bonds
- Regulations for Adjacency Requirements
- Sales Tax Increases
- Sales Tax Rebates
- Special Service Areas (SSA)
- Tax Incentives
- Tax Increment Financing (TIF)
- Transportation Impact Study
- Utility Connection Fee Waivers/Reductions

Objective: Encourage Growth Nodes that Promote Transit and Walking

Planning for growth allows a municipality to better control it. Promoting healthy, active alternatives to driving (such as walking, bicycling and the use of transit) should be promoted along the corridor. Clearly identifying areas as appropriate for growth provides the municipality; property owners and developers clear expectations. The following are the primary tools for addressing this objective:

- Clustering Development
- Design Speed/Lane Width
- Form-based Codes
- Health Impact Assessment
- Leadership in Energy and Environmental Design (LEED) Certification
- Locate Governmental Buildings and Community Facilities within Built-up Areas
- Multi-modal Level of Service (LOS)
- Mixed-Use Development
- On-street parking
- Parking Requirements that Discourage Excessive Spaces
- Pedestrian Crossings
- Plan for Future Transit
- Planned Unit Development (PUD)
- Process to Expedite Plan and Permit Approvals for Smart Growth
- Regional Trail System with Local Connections
- Schools Located within Walking Distance
- Traditional Neighborhood Development (TND)
- Transit Oriented Development (TOD)

Objective: Protect Natural Areas

A key component of smart growth is the active preservation of natural areas. This includes areas designated for groundwater recharge, prime agricultural land, floodplain, and wetlands. Protecting natural areas allows for the preservation of a municipality's most valuable assets and helps to reduce overall development costs by directing development toward appropriate areas. This reduces the strain placed on transportation, drainage, sewer, water, and electrical infrastructure. These tools include:

- Agricultural Preservation
- Clustering Development
- Conservation Easements
- Density Incentives and Bonuses
- Development Incentives for Preserving Open Space
- Impact Fees
- Parkland/Cash-in-lieu Dedication Ordinance
- Parks Master Plan
- Partner with Non-governmental Agencies to Acquire Open Space
- Transfer of Development Rights
- Update Comprehensive Plans
- Update Zoning Ordinances, Building Codes, and Regulations

Objective: Promote Placemaking

Placemaking means encouraging and promoting areas that are unique, have an identity, and are memorable. Historic communities along the corridor have actively maintained their sense of place. Developing areas should follow suit by focusing on the attributes that make them unique. This often means encouraging compact, mixed-use developments to create a sense of place. The following are the primary tools for addressing this objective:

- Anti-Monotony Ordinance
- Design Guidelines
- Directional and Wayfinding Signs
- Gateway Treatments
- Hybrid Zoning
- Identify and Preserve Historically Significant Structures
- Identify Cultural Assets
- Improve Landscaping
- Landscaping Bond
- Median Design/Landscaping
- Parking Requirements that Discourage Excessive Spaces
- Public Gathering Places and Plazas
- Roundabouts
- Sign Ordinance that Discourages Billboards
- Streetscaping

Objective: Strengthen Existing Developed Areas

Existing developed areas have their own set of challenges and appropriate tools to address these challenges. It is important to plan for these areas and dedicate resources to ensure that they remain a viable part of the community.

These tools include:

- Adaptive Reuse
- Complete Streets Policy
- Facade Improvement Program
- Infill Development
- Leadership in Energy and Environmental Design (LEED) Certification
- Overlay District
- Teardown Regulations
- "White Elephant" Ordinance

Access Management Plan

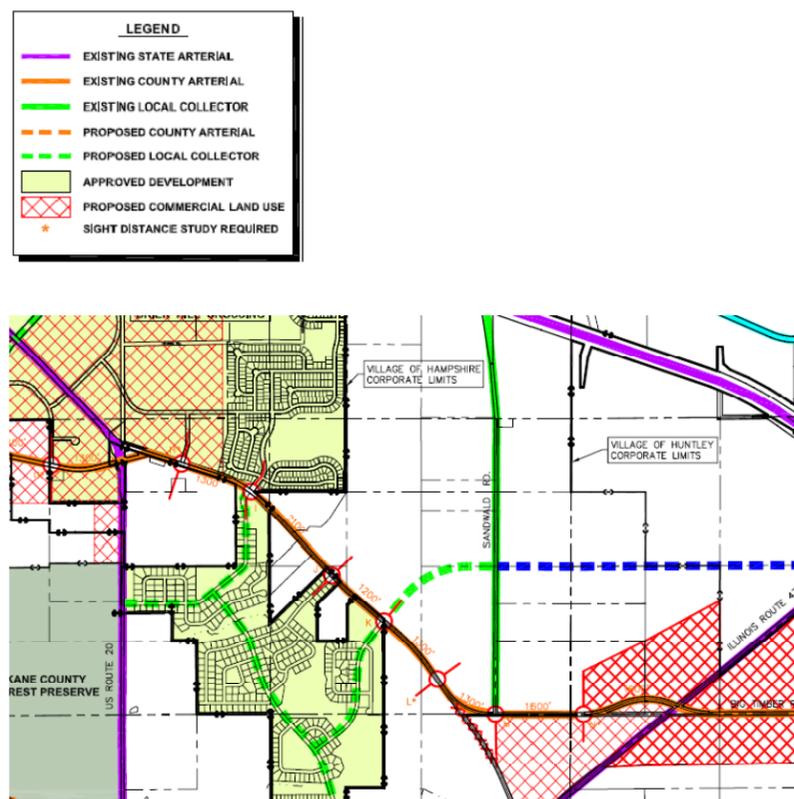
Establishing a plan for access management accommodates traffic while attempting to reduce the number of access points along major roadways. This improves safety and traffic flow for both automobiles and pedestrians. Access management decreases the incidents of accidents, increases efficiency, and improves the look and character of the corridor.

Implementing a comprehensive access management plan requires coordination with IDOT and begins with classifying roadways into a hierarchy. Transportation professionals should evaluate traffic signal spacing, geometric design, restrictions on driveways and median openings. All modes of transportation (pedestrians, bicycles, private automobiles and commercial trucks) should be considered. Creating an access management plan before development occurs provides clarity to private property owners and can help to ensure successful implementation.

Additional resources

Transportation Research Board: www.trb.org

Institute of Transportation Engineers: www.ite.org



This access management plan addresses access points and restrictions on access for properties adjoining the major roadway.

Adaptive Reuse

Adaptive reuse is a technique of reinventing existing buildings for new uses. Warehouses, factories, schools and churches are among the types of buildings that have been given a new life through adaptive reuse. This provides environmental as well as economic benefits. In many cases, retrofitting a building is less expensive than the combined cost of demolition and new construction. Keeping materials out of the landfill means less waste and is more sustainable. Using existing structures preserves the character and integrity unique to individual communities.

A successful strategy begins with a thorough building inventory. Categories in the inventory may include buildings of historical significance, buildings with the most potential to be reused and buildings that are most threatened with demolition. Private property owners can be encouraged to adapt existing buildings through incentive zoning, an expedited permitting process and financial incentives.

In this before and after sequence, adaptive reuse of a historic streetcar building in Royal Oak, Missouri is shown.



The "before" photo illustrates the building as functionally obsolete, however, the structural integrity of the building and historical significance continue to be intact. It is this integrity and historical character that make this building an attractive location for a new use.



The "after" photo illustrates the building after adaptive reuse. Modifications to the building's windows and entryways have occurred, but the historical character and unique architectural features remain. The building now houses a successful wine market for the town.

Agricultural Preservation

Scattered development often occurs on the fringe of a metropolitan area on prime agricultural land. The same thing that makes it prime agricultural land, soil quality and flat terrain, is the reason that make the land cost effective for development. Agricultural preservation can curb scattered development and encourage the development of growth nodes and strengthen existing developed areas.

Agricultural land preservations should be distinguished from open space protection. The purpose of protecting agricultural land should be to protect commercial viable farms and agricultural land which incidentally provide open space.

The implementation of agricultural land preservation programs, projects and policies are best implemented and enforced when they are done so at the local level with technical and financial support from state and federal sources. Success in agricultural land preservation employs a coordinated package of techniques, including:

- Require that infrastructure (i.e. sewer and water) not be extended into agricultural areas.
- Adopt agricultural zoning ordinance that would limit non-agricultural development to densities and development patterns that are consistent with continuation of agriculture.
- Adoption of transfer of development rights programs and purchase of conservation easements.
- Support state legislation that taxes the conversion of prime agricultural land to non-farm use.
- Taxation strategies should be developed to discourage the conversion of agricultural land to other uses.
- Agricultural land should be protected and preserved in large contiguous blocks in order to maintain a "critical mass" of farms and agricultural land.

Related Tools

Agricultural Zoning, Conservation Easements, Transfer of Development Rights, Tax Incentives

Additional Resources

American Planning Association Policy Guide on Agricultural Preservation: <http://www.planning.org/policy/guides/adopted/agricultural.htm>

Westmoreland County Agricultural Land Preservation Program: <http://www.planning.org/policy/guides/adopted/agricultural.htm>

Alternative Funding Sources

Overreliance on one type of funding for a municipality, typically tax (predominately property or sales) dollars, limits the ability to achieve goals and operate at current levels. By identifying alternative funding sources, it is possible to diversify the funding for proposed projects and capital improvements. Completing a thorough analysis of existing revenue streams allows a municipality to measure itself against peer communities to evaluate new funding sources. Specific examples include the introduction of new taxes, user fees, grants, Tax Increment Financing (TIF) and bonds.

Additional Resource

National League of Cities: www.nlc.org

Alternative Intersection Design

Intersection design can be used to slow travel speeds in desired areas as well as manage congestion. The Institute of Transportation Engineers and the American Association of State Highway and Transportation Officials provide guidance on intersection designs beyond the simple stop, yield, and signal controlled designs. There are many alternatives that can be used, but each requires that analysis be performed at the intersection or intersections where these changes are desired. This toolbox includes three alternatives: channelized right-turn lanes, signal controls that allow for simultaneous movements, and roundabouts.

A channelized right-turn lane can be helpful in locations where the majority of traffic is making a right turn. This is most common at highway onramps, but may also occur in rural areas where a roadway grid includes the occasional jog. Care should be taken in designing channelized right-turn lanes to ensure that the lines of sight for the motorist clearly include oncoming traffic as well as pedestrian crossings.

Intersections and signals can be designed to allow for overlapping or simultaneous movements. The most common of these is allowing right turns to overlap with the adjacent left turns (see figure A-1), which almost always is permitted where left-turn arrows are provided. Another option is allowing merge movements where turning volumes, downstream capacity, and intersection design makes this possible (see figure A-2)

A roundabout is a traffic control device in the form of a raised island that is usually landscaped and located at the intersection of two streets. It is used to reduce traffic speeds and accidents in locations where stop control cannot keep pace with traffic flow but where travel speeds or traffic volumes do not require the use of a traffic signal.

Roundabouts provide traffic control in addition to providing communities with the opportunity to establish a sense of place. The use of roundabouts must be coordinated with IDOT but may be constructed either directly on IL 47 or on roads intersecting IL 47 as a gateway to a village center or development node. Communities wishing to construct roundabouts should analyze traffic movements where the roundabout is desired to determine their feasibility. Currently, one roundabout exists near IL 47 at the intersection of Damisch and Reinking Roads in Pingree Grove.

Additional Resource

Kane County Roundabout Guidelines: www.co.kane.il.us

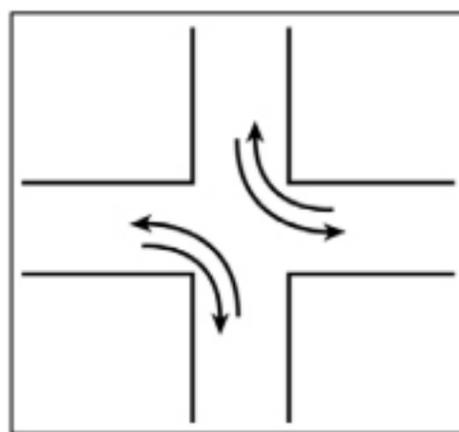


Figure A-1 - Overlapping and simultaneous movements.

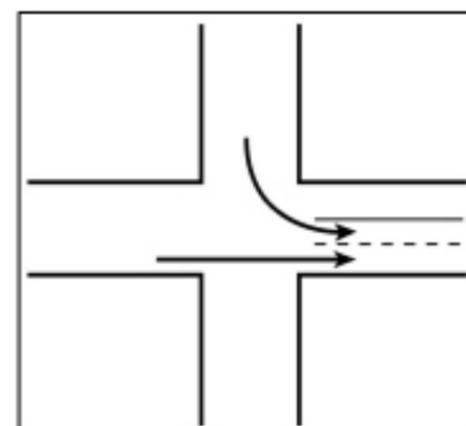
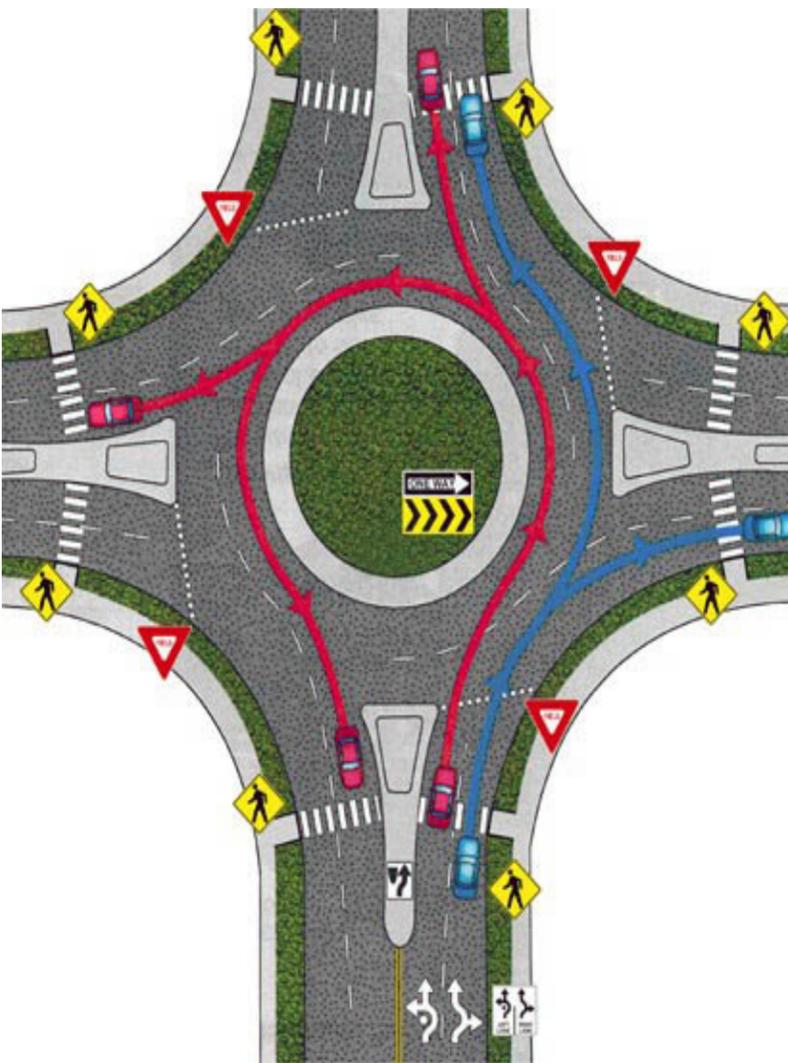


Figure A-2 - Allowing merge movements where possible.



The photo above and diagram below detail a typical roundabout.



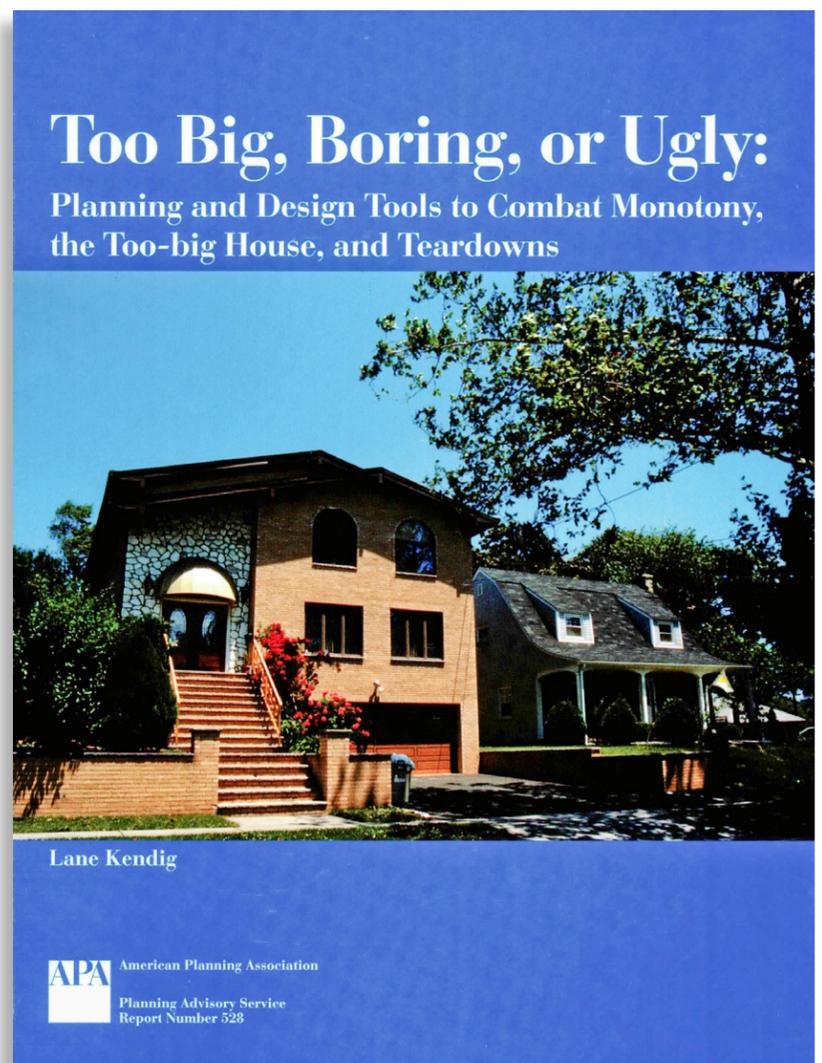
Anti-Monotony Ordinance

Enacting an anti-monotony ordinance can help to preserve the unique character of an individual municipality through the use of design standards for development (primarily residential). An anti-monotony ordinance requires variations in the design and massing of homes to avoid a “cookie-cutter” result where every home looks the same. This type of regulation is authorized for home rule municipalities. Municipalities must draft them carefully to avoid being overly vague in language or to apply them in any inconsistent manner which could result in legal action.

An anti-monotony ordinance typically addresses specific features of a home that should be varied and usually imposes a distance requirement for repetition. For example, the ordinance can dictate differences in roof lines, the placement of windows, garages, and entrances and can specify a distance (measured in lineal feet) where these home features cannot be repeated.

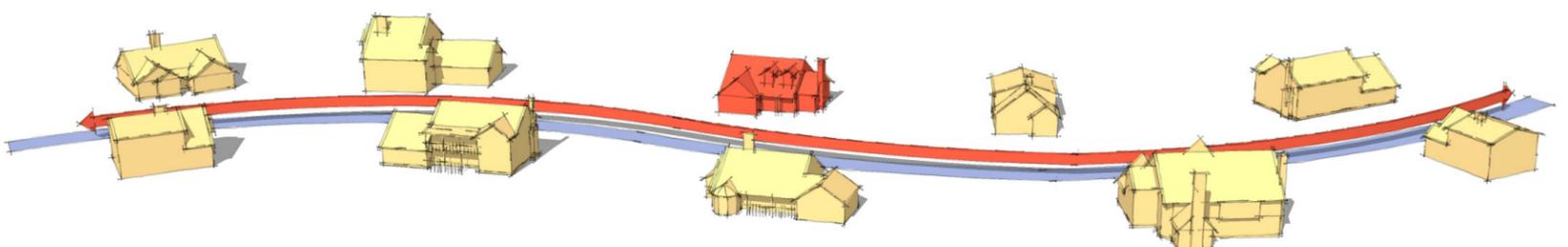
Additional Resource

APA PAS Report: *Too Big, Boring, or Ugly: Planning and Design Tools to Combat Monotony, the Too-big House and Teardowns*



This PAS (Planning Advisory Service) Report, published by the American Planning Association, provides planning and design tools to combat monotony, excessively large homes and the teardown phenomenon.

Anti-monotony ordinances may benefit from graphic representations such as this.



Best Management Practices

Best Management Practices (BMPs) are a set of guidelines established to prevent or reduce the amount of pollution entering the water system. These may take the form of regulations, methods, measures, practices, procedures or similar structures for minimizing adverse impacts on neighboring land or water systems. It is important to avoid a “one size fits all” approach by understanding a community’s unique soil, rainfall, and land management conditions.

One such example is Kane County’s BMP Guidance Manual created to supplement its Stormwater Ordinance. The document provides technical guidance for implementation of the ordinance’s goals and objectives. In the manual, various BMPs are defined, suitable applications are presented and benefits and limitations are discussed.

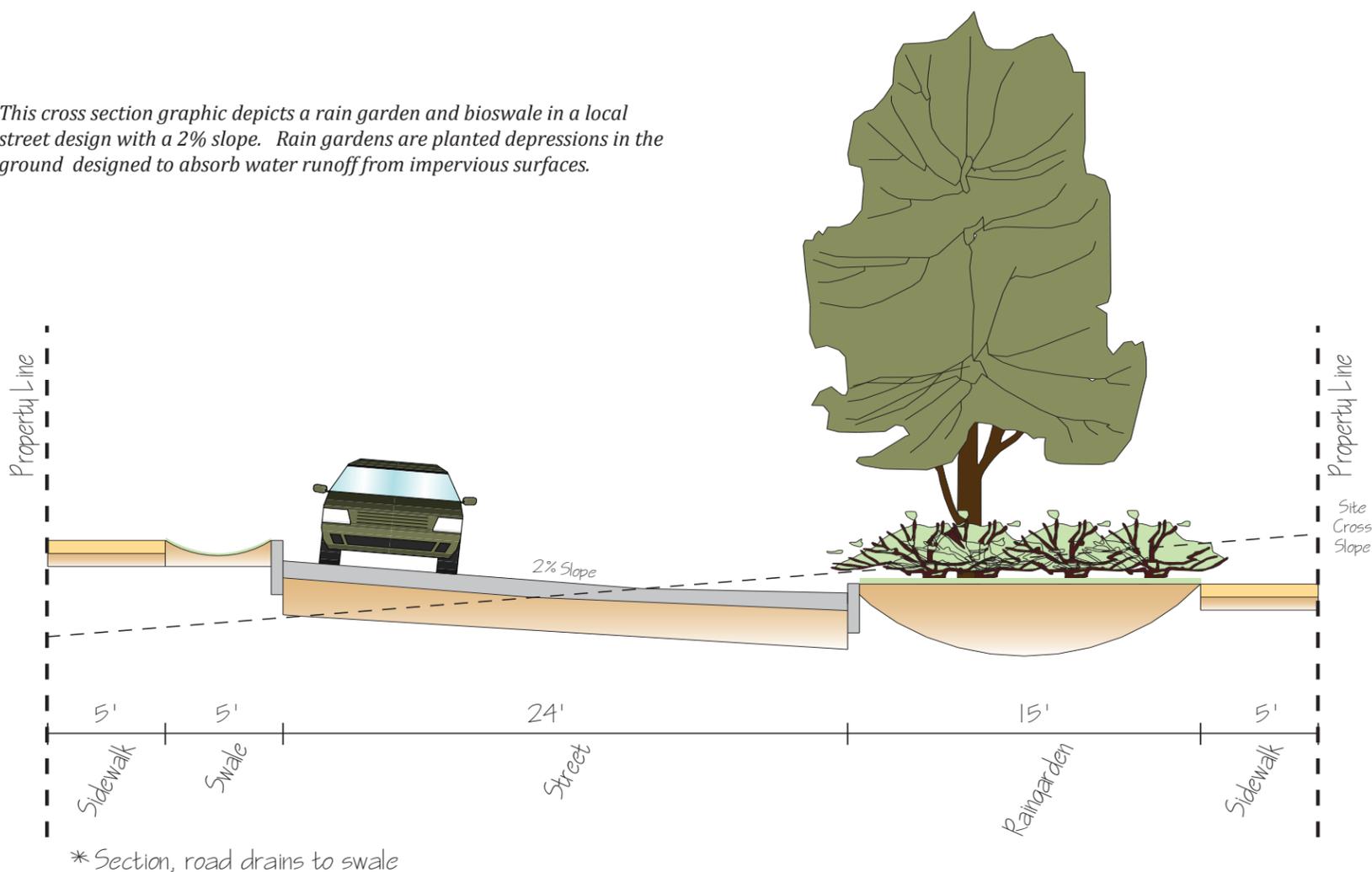
Additional Resources

International Stormwater BMP Database: www.bmpdatabase.org

Kane County: www.co.kane.il.us/kcstorm



This cross section graphic depicts a rain garden and bioswale in a local street design with a 2% slope. Rain gardens are planted depressions in the ground designed to absorb water runoff from impervious surfaces.



Bicycle Plan

A bicycle plan helps municipalities identify locations for bicycle facilities. It also is helpful in coordinating bicycle facilities concurrent with roadway improvements. On-street bicycle facilities are becoming more important as people look for alternatives to driving as a form of transportation. A bicycle plan typically begins with an inventory of existing conditions including routes and ridership. Once these are established, a plan can address proposed routes, types of pathways (e.g., on-street, dedicated bike lanes, trails), bicycle parking, implementation and funding. Planning for bicycles facilities should be coordinated with adjoining municipalities for the purposes of creating a regional bicycle network. Providing connections to regional trail networks extends the reach of the bicycling network as a form of transportation that goes beyond local and recreational transportation. State funding opportunities, including the Illinois Bicycle Path Program and the Recreational Trail Program are available when trails are planned and connected to a larger, regional trail network.

Local bicycle facilities can be provided through a private developer. Municipalities can require these as a condition of subdivision or site development. A bicycle plan is a useful tool to inform developers of municipal desires and how the overall bicycle network should be connected. The bicycle plan also will provide an opportunity to decide on future construction and maintenance issues. In State of Illinois rights-of-way, IDOT may require the municipalities to construct and maintain bicycle facilities.

Related Tools

Pedestrian Plan, Transportation Plan, Transit Plan

Additional Resources

American Association of State Highway and Transportation Officials: www.transportation.org

National Park Service: www.nps.gov

Illinois Department of Natural Resources: <http://dnr.state.il.us>

Bicycle Facilities

Accommodating bicycles along IL 47 and elsewhere in the Corridor can be done in a variety of ways. Three of the most commonly accepted standard facilities are bike lanes, wide shoulders, and sidepaths. Bike lanes are adjacent to automobile lanes and are striped and marked exclusively for bicycles. Wide roadway shoulders also are adjacent to automobile lanes, may not be striped but can be marked as a bicycle route. Sidepaths are separated from automobile lanes by a strip of land.

Sidepaths often are viewed as the most desirable because they are fully separated from roads and minimize conflict with automobiles. However, where sidepaths are not feasible, on-street bicycle facilities are an effective alternative that can be used to develop a bicycle network. When compared to sidepaths in developed areas with frequent roadway crossings, on-street bicycle lanes are more appropriate than sidepaths because they do not intersect driveways, thereby reducing the number of potential conflict points. However, traffic volume, travel speeds and the number of intersecting roads and driveways are all important considerations to consider when deciding upon the appropriate type of bicycle facility to install. Clearly identifying bicycle facilities through the creation of a network can encourage bicycling as a complementary mode of transportation as opposed to solely recreational.

Related Tools

Bicycle Plan, Transportation Plan

Additional Resource

Guide for the Development of Bicycle Facilities. American Association of State Highway and Transportation Officials. 2004



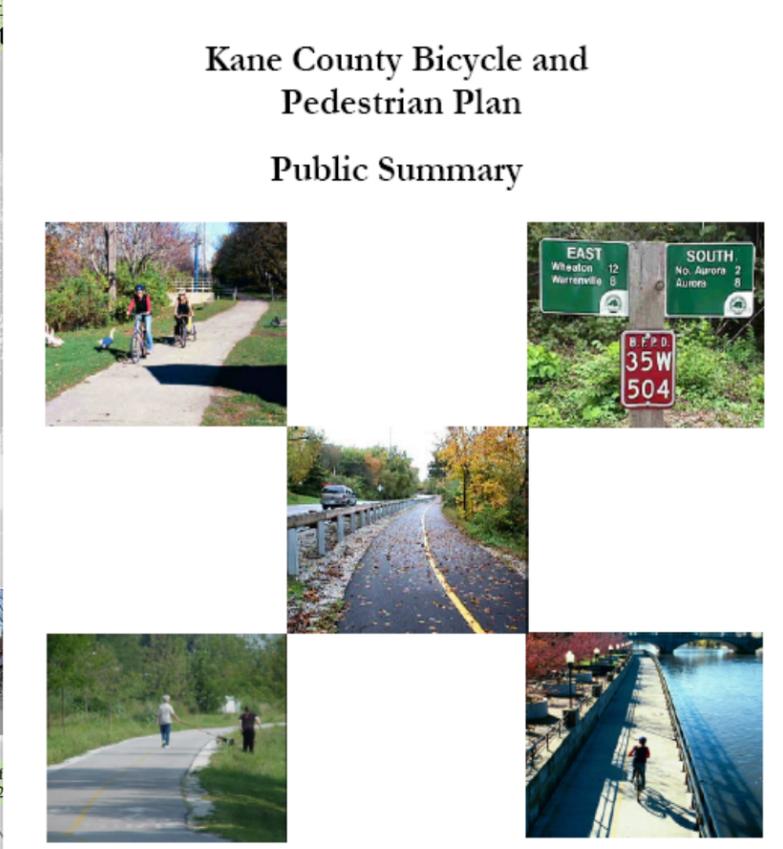
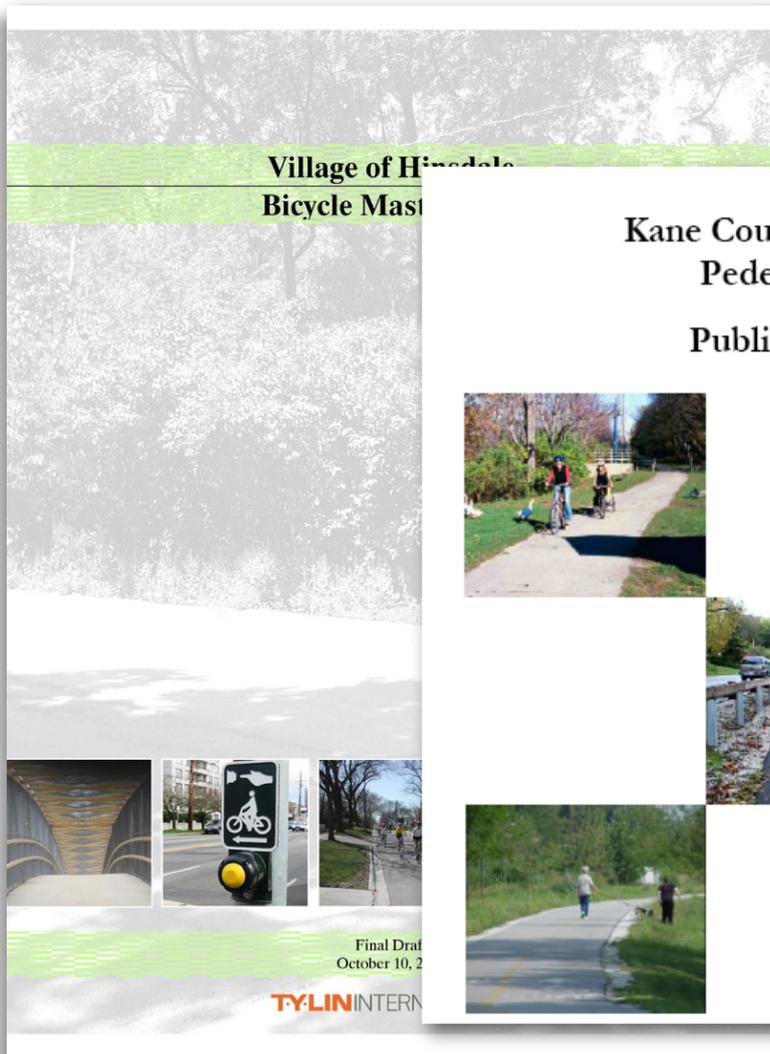
A bike lane is striped for exclusive use by bicycles.



Wide Shoulders are appropriate for sparsely populated areas.



A sidepath is separated from the roadway.



Business Development Districts

A Business Development District (BDD) allows a municipality to levy up to an additional 1% retailers occupation tax, 1% hotel tax, and/or 1% sales tax within a designated district. A municipality can also form a Business District Development and Redevelopment Commission to oversee development and redevelopment within the district.

Similar to a TIF district, a BDD has a maximum life of 23 years; however the eligibility requirements are not as stringent. BDD legislation also permits municipalities to utilize tax revenue growth that has been generated by BDD properties to fund improvements in the district.

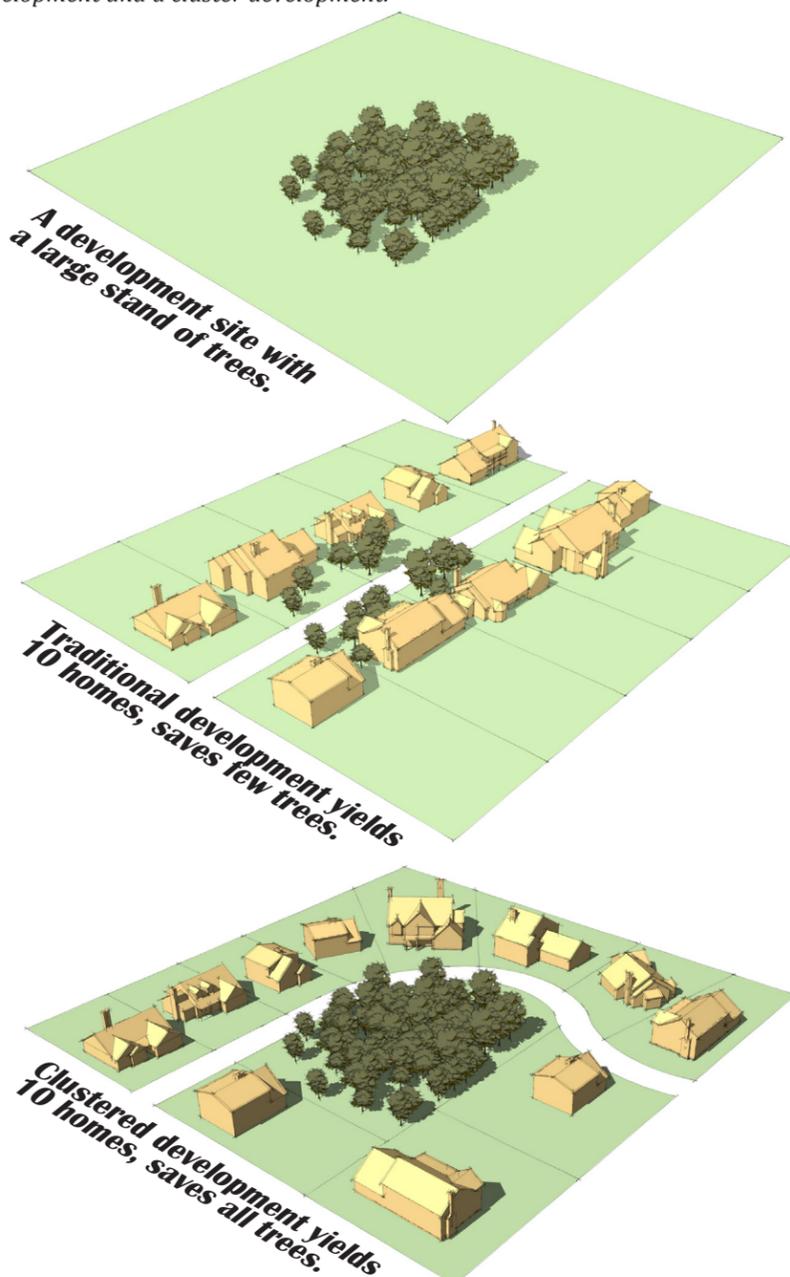
BDD funds can be used for a multitude of things including infrastructure improvements, public improvements, site acquisition, and land assemblage. Given the limited amount of funds that a BDD is capable of generating, a BDD is well suited to fund small scale improvements and property maintenance programs.

Clustering Development

Clustering development concentrates buildings and improvements in specified areas of a site to allow the remaining land to be preserved for open space. They are encouraged in areas that are environmentally sensitive or potentially unstable because they allow a developer to cluster all of the permitted number of units in a stable part of the site, potentially resulting in smaller lot sizes, different lot frontages and setbacks. Natural features, including significant existing trees and vegetation, topography, wetlands and unique drainage characteristics, should be protected and incorporated into the planning and design of a cluster development. Such open space may be desired in order to preserve environmentally sensitive areas, create common area open space, or recreation areas.

A zoning ordinance amendment would be necessary to allow cluster zoning.

The illustrations below highlight the differences between a traditional development and a cluster development.



Comprehensive Plan Updates

In the State of Illinois, there is no requirement for communities to adopt comprehensive plans. Those that do, however, have better access to state funding for planning projects under the Local Planning Technical Assistance Act. Updating the comprehensive plan in regular intervals allows a municipality to plan for growth and change rather than react to them. As the guiding document for all municipal planning activities, having an updated comprehensive plan clarifies the goals and objectives of the community and makes decisions more defensible.

Corridor Plan Updates

Planning at a corridor level can assist in addressing specific concerns, goals and objectives and provides a chance to integrate land use and transportation planning. As part of the corridor planning process, the timeline for updates should be clearly identified. The timeline will be dependent on the specific goals identified, the management plan for the corridor and available funding.

Additional Resources

Illinois Department of Transportation: www.dot.il.gov

National Scenic Byways Program: www.bywaysonline.org

Complete streets policy guidance from the National Complete Streets Coalition.



let's complete america's streets

type & hit enter to search

- HOME
- GET INVOLVED
- COMPLETE STREETS FUNDAMENTALS
- CHANGING POLICY
- FEDERAL POLICY
- NEWS & BLOG
- WHO WE ARE



TAKE ACTION
on federal policy

POLICY ELEMENTS

Complete Streets Policy

Adoption of a complete streets policy is a formal recognition of a municipality's commitment to incorporating all transportation modes in the development of transportation infrastructure.

Historically, the design for improvements to an SRA like IL 47 have focused on maximizing roadway capacity, improving motorist safety, and minimizing automobile congestion. However, the needs of other uses (bicyclists, pedestrians and transit users) are gaining prominence as important components to an effective, efficient transportation system. Nationwide, the promotion of a balanced approach that considers all potential uses and specifically promotes bicycling, transit use and walking has been identified as the pursuit of Complete Streets.

The Complete Streets movement recognizes that while arterial roads are crucial routes in a regional transportation network that must serve automobiles, they also are home to millions of residents, employees, and visitors. Municipalities should coordinate with IDOT to ensure all users are accommodated in future engineering for IL improvements.

Related Tools

Collector Roadway Grid, Roadway Connectivity

Additional resource

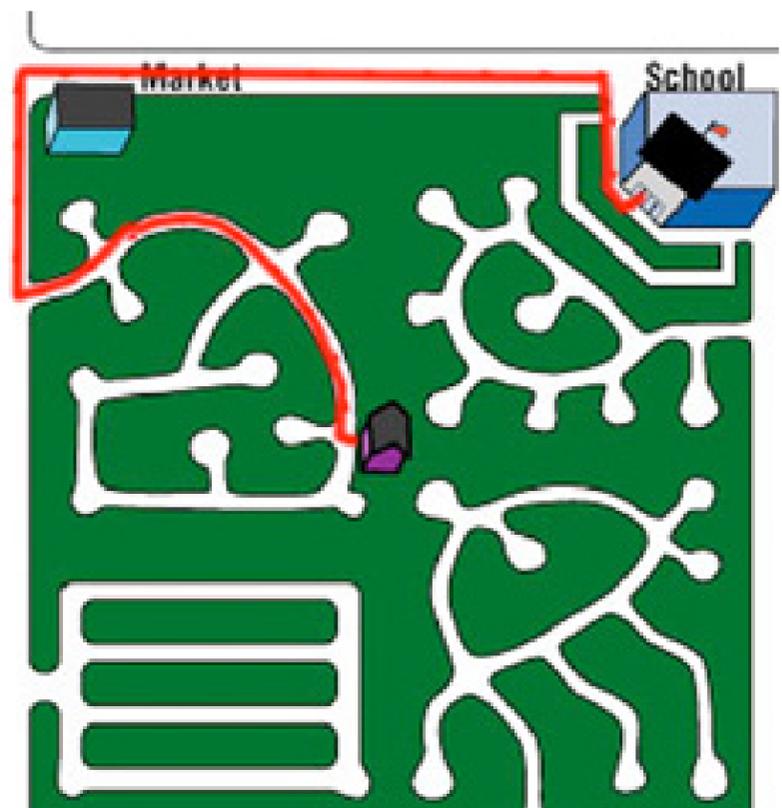
National Complete Streets Coalition: www.completestreets.org

Connectivity (Roadway)

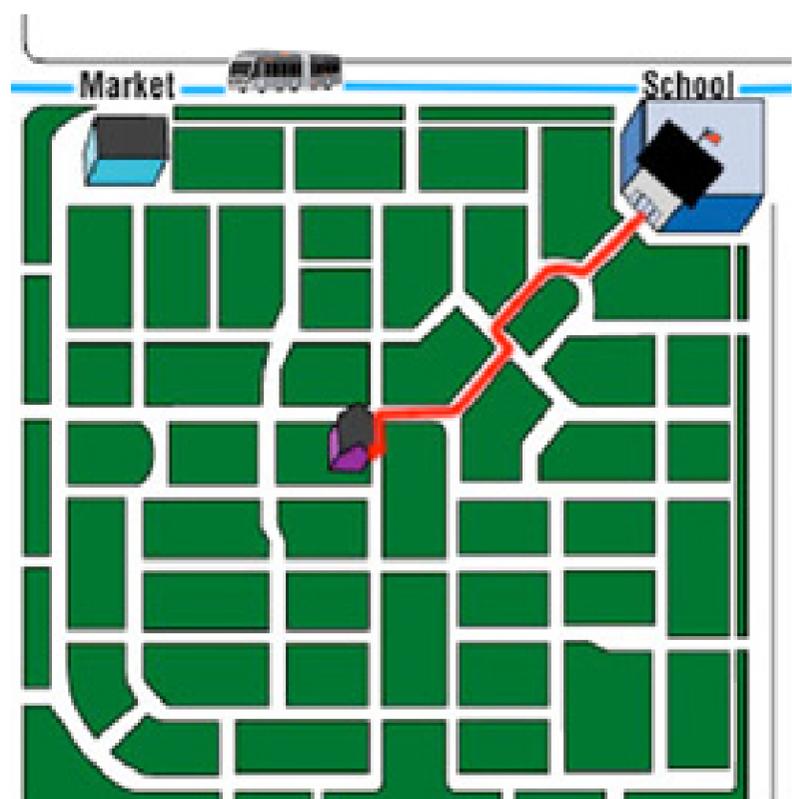
Creating or enhancing vehicular and non-motorized connections between subdivisions promotes walking and bicycling by reducing the need to drive short distances. It also allows vehicles to make short trips without having to use IL 47 and other main roadways. Roadway connections between subdivisions should be required. Gated communities should be restricted. Streets with cul-de-sacs should be prevented unless the topography does not allow an alternative. Dead-end streets only should be allowed at the edges of subdivisions where future adjacent development is planned.

Related Tools

Collector Roadway Grid, Complete Streets Policy



Developments that rely heavily on cul-de-sacs do not allow for connectivity. This increases travel times and encourages reliance on the automobile.



Improved connectivity and shorter travel distances result when cul-de-sacs are discouraged and a connected roadway is encouraged.

Collector Roadway Grid

A roadway grid should be planned at the intersection of major roadways where developments with heavy traffic are expected. This type of land use could include commercial, industrial and high density residential areas. The roadway grid will take the congestion strain off of IL 47 or other major roadways. Municipalities should plan for such a system in advance of development. Planning for this roadway grid should be included in the comprehensive plan or as part of the official map process. Subdivision ordinances and other development codes can also address the need for the grid based on type of land use and proximity to major intersecting roads.

Related Tools

Complete Streets Policy, Roadway Connectivity



Promote collector grid in development areas.

Context Sensitive Solutions

Context sensitive solutions (CSS) is a collaborative, interdisciplinary approach that involves all stakeholders in providing a transportation facility that fits its setting. It is an approach that leads to preserving and enhancing scenic, aesthetic, historic, community, and environmental resources, while improving or maintaining safety, mobility, and infrastructure conditions (Joint AASHTO/FHWA Context Sensitive Solutions Strategic Planning Process Summary Report, March 2007). The use of context sensitive solutions has been adopted by IDOT for use on transportation projects and also can be adopted by counties and municipalities wishing to improve decision making in order to achieve complete streets. A formal adoption of the commitment to context sensitive solutions can help municipalities to build infrastructure projects and work with developers to ensure that the needs of a municipality are met with respect to its automobile, pedestrian, transit, and bicycle facilities.

Related Tools

Complete Streets Policy, Cross Section Alternatives

Additional Resource

Context Sensitive Solutions: www.contextsensitivesolutions.org

IDOT CSS Homepage: www.dot.state.il.us/css/home.html

Conservation Easements

Conservation easements are placed (voluntarily) on private property in order to protect a natural feature or environmentally sensitive area. The easement does not convey ownership but rather prohibits certain activities (e.g., subdivision or development) within the identified area in order to preserve it. This easement exists in perpetuity but does not restrict the property owner's right to live on or use their land in any manner consistent with the easement. Conservation easements must be conveyed to an organization or agency to ensure it is maintained and enforced. While maintenance fees are required, tax benefits may be available to the property owner.

A land trust or similar organization can assist in creating a conservation easement program by identifying targeted areas and educating property owners about the benefits.

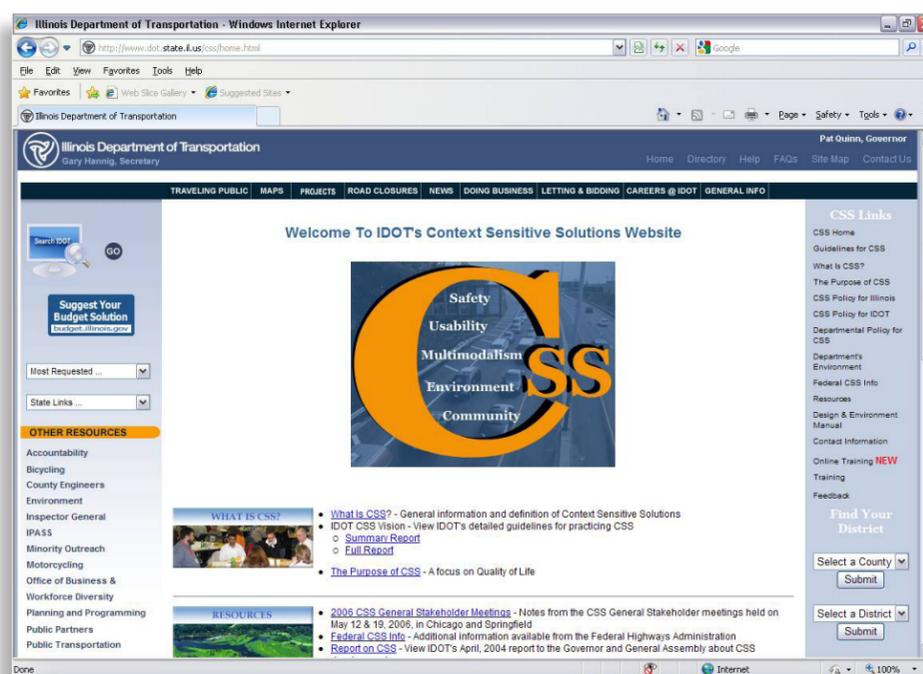
Additional Resources

The Nature Conservancy: www.nature.org

Openlands: www.openlands.org



The above photographs were taken in Glacial Park in McHenry County, Illinois. A part of the McHenry County Conservation District, the park contains restored prairies, oak savannas and wetlands.





The Route 120 Corridor Planning Council (CPC) is a collaborative effort between Lake County and ten communities to address the Route 120 Corridor. The primary goals for the Route 120 CPC are to complete a feasibility study that leads to a federally-eligible Phase I study; build consensus for a recommended alternative; and secure agreement on land use in the corridor.

Corridor Planning Council

Many of the tools in this Illinois 47 toolbox would be best developed through a Corridor Planning Council. The implementation of many of the tools in this toolbox can best be accomplished through municipal and regional coordination. Creation of a Corridor Planning Council can provide leadership in achieving corridor-wide objectives through a collaborative approach. Issues ranging from access management guidelines, bicycle planning, land use coordination, and infrastructure planning are appropriate for discussion and agreement for agencies that are part of a Corridor Planning Council. Participating agencies can share best practices and resources. This type of cooperation often provides improved access to funding for corridor improvement projects. Kane and McHenry County are in the best position to provide a leadership role in forming the Corridor Planning Council. The counties are directly involved in the regional transportation planning process. The counties work directly with IDOT, regional agencies, and the municipalities.

The Corridor Planning Council could address those planning challenges that require regional coordination, such as land use coordination, access management, alternative truck routes, design guidelines, a connected local roadway grid, and regional economic development.

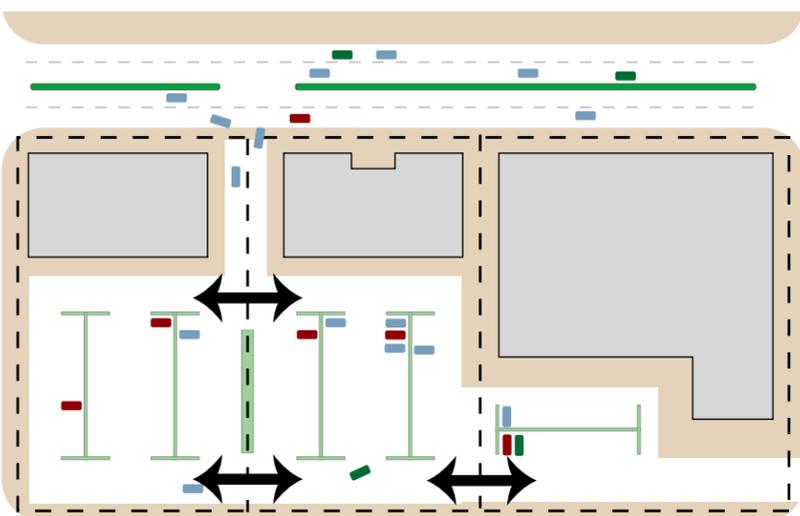
Related Tools

Transit Plan, Transportation Plan, Link Long Range Transportation and Land Use Plans

Additional Resource

Route 120 Corridor Council: www.120now.com

Allowing movement between parcels reduces short trips along the adjacent roadway.



Cross-access Agreements

As part of the development approval process, a municipality may choose to require a cross-access agreement from a developer. This ensures that, once built, automobile and pedestrian traffic can access individual developments internally rather than returning to the adjacent roadway, thereby helping to reduce congestion on a major roadway like IL 47. Site plans should demonstrate connectivity to adjacent parcels even if the neighboring sites are currently undeveloped to accommodate future development.

Cross-access agreements can be implemented as a condition of subdivision or planned development approval process. The access management plan provides a useful tool to inform developers of the need for cross-access agreements.

Related Tools

Access Management Plan, Frontage and Rear Access Roads, Shared Driveways

Cross Section Alternatives

The cross sections contained in the IDOT Strategic Regional Arterial report may no longer reflect the needs of the municipalities through which IL 47 travels. To ensure that roads are built to accommodate the needs of all users of the transportation network, the cross section of the roadway should be consistent with the needs of the planned land use and development context adjacent to the roadway. To be consistent with the goal of providing complete streets, alternatives for cross sections should provide space for improved pedestrian, bicycle, and transit facilities.

Municipalities should examine the planned land uses in their comprehensive plan to ensure that the existing and proposed roadway network can handle future transportation needs. Accommodation of local transportation needs will vary by municipality so roadway cross section needs should be coordinated among several adjacent municipalities and counties to ensure that the cross section that is chosen is appropriate in the regional context.

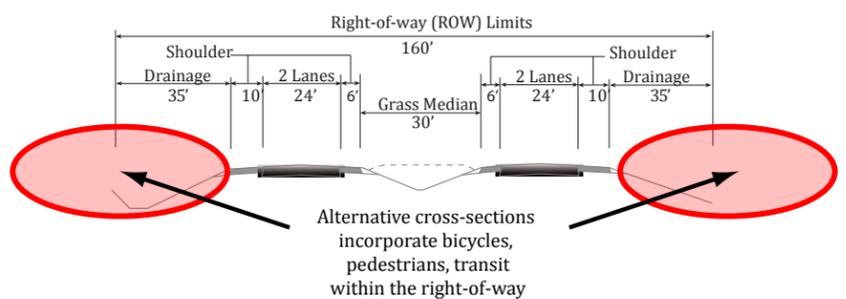
Related Tools

Context Sensitive Solutions, Bicycle Facilities, Streetscape

Additional Resource

Institute of Transportation Engineers: www.ite.org

Developing alternatives for cross sections should incorporate space for pedestrians, bicycles and transit.



Cultural Assets

Cultural assets are often the least tangible but most important assets of a community. These include the places, spaces and people (past and present) that have made significant contributions to the cultural identity of a place. Cultural assets contribute to a sense of place and are an important consideration in economic development (e.g., arts districts, walking tours). A cultural audit can be performed in order to identify cultural assets and to develop a strategy to preserve and enhance them.

Additional resource

Partners for Livable Communities: www.livable.com

Density Incentives and Bonuses

As a way of achieving a desired public benefit, a municipality may choose to offer a density incentive or bonus to a developer. This allows a development to exceed the maximum density requirements set forth in the zoning code in exchange for the provision of a desired amenity. Typical benefits include the provision of affordable housing, parkland, landscaping, or plazas.

Oftentimes, density incentives go hand in hand with conservation design or cluster development. Density incentives may be provided for a number of reasons, including the provision of public access to open space or the provision of open space that exceeds minimum standards in terms of size or amenity. A density bonus is a zoning tool. Specific conditions under which a bonus may be granted should be clearly identified in the zoning ordinance.

Development Incentives for Preserving Open Space

As a reward for providing the public benefit of open space, a municipality may choose to afford specific development incentives on a project by project basis. Typical examples include reducing the lot area minimums, increasing density, and increases in floor-area ratio (F.A.R.) This arrangement is subject to meeting specific standards and open space must remain permanently free from development.



A conventional development typically gives little regard to the existing natural features of a site, and as a result conforms little to the site's natural features. As shown in the above illustration, in exchange for sensitivity to existing environmental features and preserving open space, a developer could construct more units than what would typically be allowed in the site's zoning district thanks to a density incentive.

Design Speed/Lane Width

Reducing roadway travel speeds can make areas more walkable. Narrowed travel lanes can reduce travel speeds, and provide more space for pedestrian and bicycle facilities and streetscape where constrained right-of-way conditions exist. Municipalities may pursue this strategy wherever reduced travel speeds are desired. This may be especially important in the historic municipalities. The American Association of State and Highway Transportation Officials (AASHTO) supports the design of reduced travel lane widths of 11 feet for arterials such as IL 47 where reduced speed is desired.

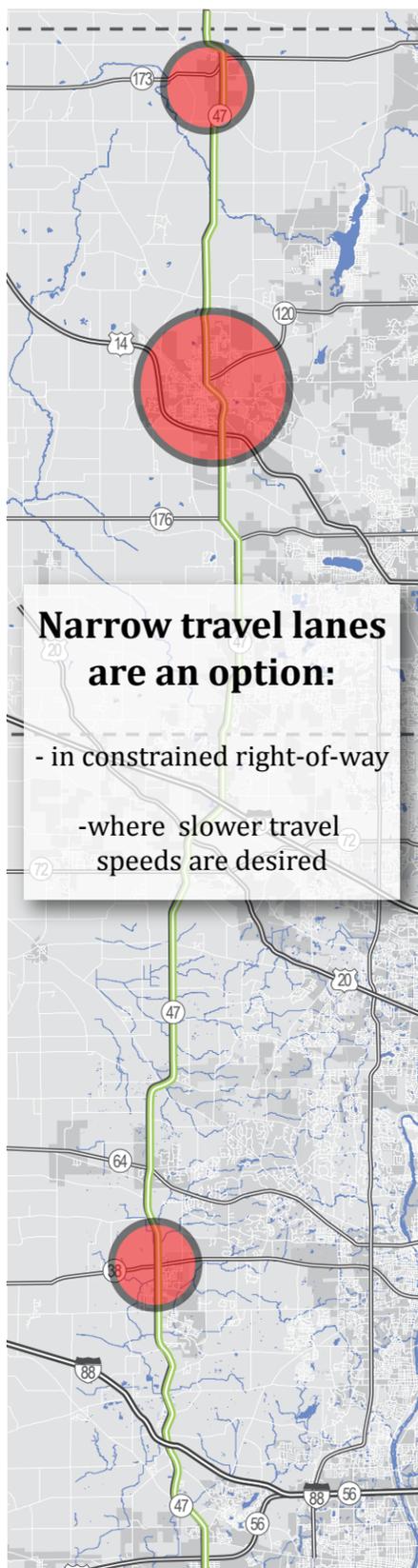
Related Tools

Complete Streets Policy, Streetscape

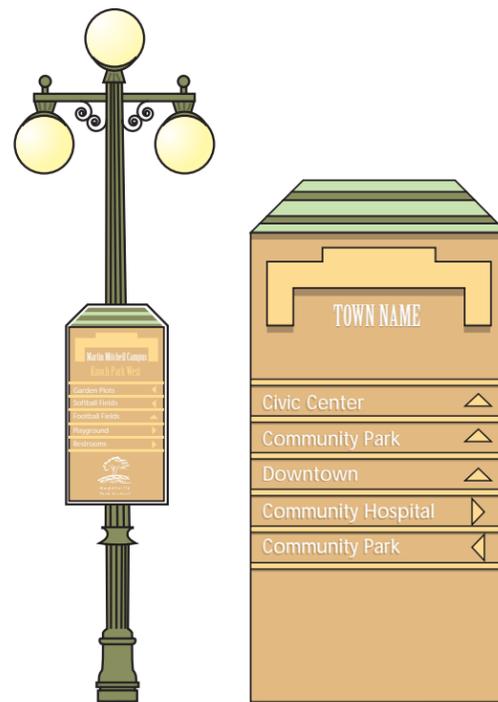
Additional resource

Association of State and Highway Transportation Officials: www.transportation.org

Potts, Harwood, Richard. Relationship of Lane Width to Safety for Urban Arterials. Transportation Research Board. 2007.



The graphic to the left identifies areas along IL 47 where narrow travel lanes (no larger than 11 feet) may be appropriate for the purpose of reducing speed.



The above illustration is a sample wayfinding system designed for the Martin Mitchell Campus in Naperville, Illinois. The wayfinding signage was designed from a common theme that took cues from the Martin Mitchell Mansion, and will help tie together all of the components of the campus. It considers both pedestrians and motorists.

Directional and Wayfinding Signage

Directional and wayfinding signage are on-premise signs that create a sense of place by assisting with pedestrian and automobile traffic flow through a site or to specific sites. Wayfinding signage helps to establish an identity for an area and can enhance a community's branding efforts. Examples include exit/entrance signage, district maps and kiosks.

Communities may develop a comprehensive signage plan to present a unified look to visitors and residents. Wayfinding is especially appropriate for downtowns, special districts and campuses.

Related Tools

Promote Placemaking, Streetscape, Strengthen Existing Developed Areas, Façade Improvement/Signage Grants, Design Guidelines, Gateway Treatments,

Additional Resource

Project for Public Spaces: www.pps.org

Education of Elected Officials, Public and Communities

Educating the public at large is an ongoing effort and requires a commitment on the part of relevant municipal agencies. Before, during and after any specific planning project, an education effort can assist greatly in improving the public's understanding of the goals and objectives and improves the success of the project. For example, educating the public about the benefits of mixed-use development to overcome challenges. Wide use of the internet provides the opportunity to communicate via the municipal website; it should be updated often. In diverse communities, outreach efforts may include offering translation services or separate meetings conducted in other languages.

Education of elected officials begins with their first day in office. Copies of all relevant regulatory documents should be provided to elected officials (e.g., the Comprehensive Plan and the Zoning Ordinance). In addition, consider providing workbooks and "Planning 101" workshops on important planning topics. Technology such as visual imaging can better express and clarify a community's preferences. Educating the public at times other than in the face of a controversial development helps to reduce citizens' resistance to change.

Enterprise Zones

Local governments can create Enterprise Zones to encourage the development of new businesses within designated areas of their community. Businesses choosing to locate in these areas receive incentives such as tax breaks and relief from planning regulations. Enterprise Zones are currently limited to communities in which depressed areas are found (Illinois Enterprise Zone Act (20 ILCS 655)). The only Enterprise Zone currently within the Corridor study area is located in the City of Elgin (EZ 5).

Form-based Codes

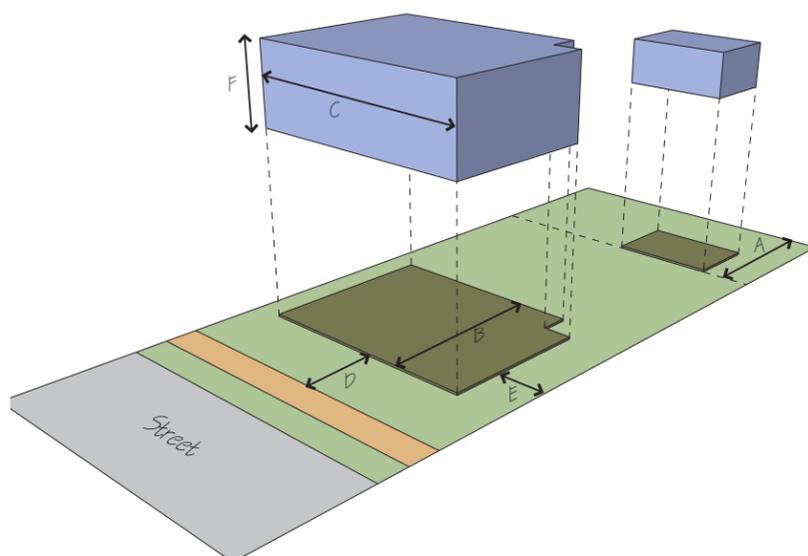
Rather than conventional zoning which regulates development strictly according to land use, form-based codes regulate based on building form. Form-based codes value neighborhood scale, parking standards and pedestrian access over the resulting land use. This is achieved by specifying development standards by regulating the “building envelope”—the size, density, intensity, height, and setbacks that determine a building’s ultimate shape.

For most communities, using a form based code requires a rewrite of their existing zoning ordinance. Attention must be paid to transitioning to this new system and dealing with nonconformities. One such example is the SmartCode, developed by the firm of Duany Plater-Zyberk and Company. SmartCode is a model ordinance and available for use without charge or licensing fees.

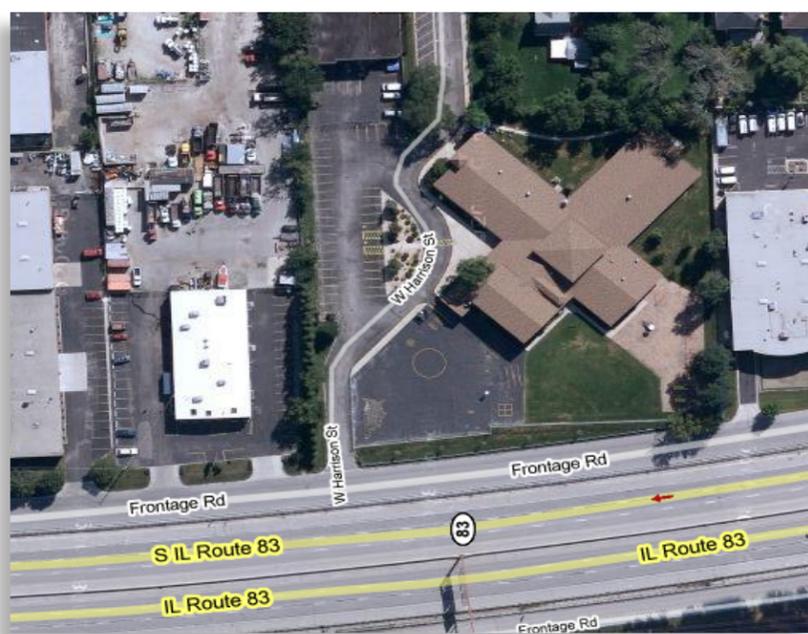
Additional resource

Form Based Code Institute: www.formbasedcodes.org

SmartCode: www.smartcodecentral.org



Form-based codes rely heavily on graphics to represent allowable form, density and intensity.



Frontage Road Example: This DuPage County frontage road allows access to adjacent parcels without inhibiting traffic flow on IL 83.

Frontage & Rear Access Roads

A frontage road is a local access right-of-way that runs parallel to a major roadway in order to eliminate the need for multiple access points. When sited along the back end of a parcel, this is known as a rear access road. These access roads reduce congestion on the principal roadway. Frontage and rear access roads are constructed as part of the development and subdivision process and are intended to serve as local access to development, thereby preserving the main roadway for longer-distance travel. As part of a successful access management plan, frontage and rear access roads should be developed as part of the overall transportation network.

Related Tools

Access Management Plan, Shared Driveways, Clustering Development, Transportation Plan

Façade Improvement Program

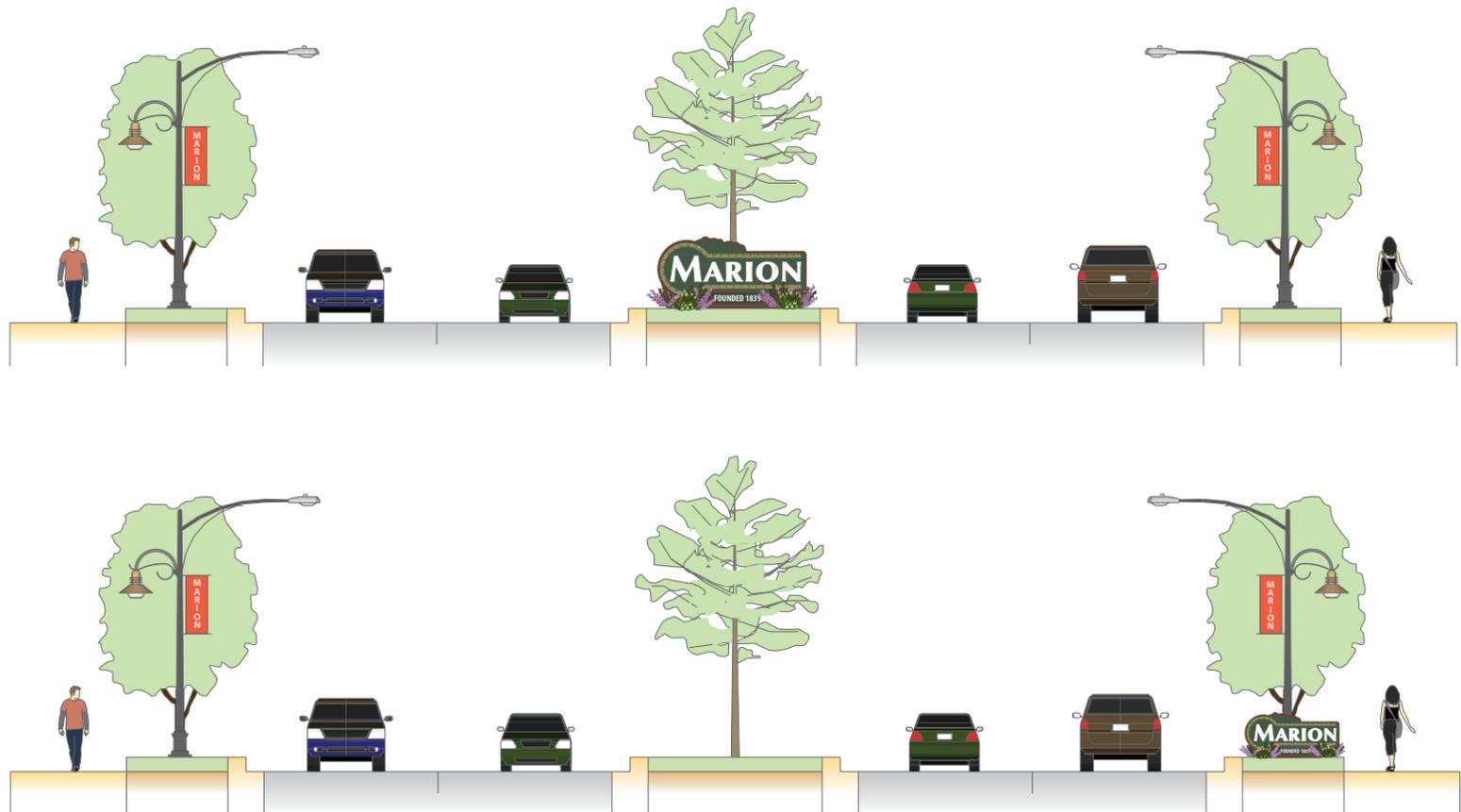
A façade improvement program provides financial and technical assistance to owners that invest in the aesthetics of their property. This program is targeted at existing buildings in areas that may look dated or run down. Such programs are often credited with sparking revitalization in downtowns and commercial corridors. Programs may be funded through Community Development Block Grant funds, Tax Increment Financing (TIF) districts, or Special Service Area (SSA) districts. Façade improvement programs typically operate as a matching grant or as a rebate program payable once construction is complete. One example is the Village of Elburn. Elburn created a facade improvement program for their Old Town Elburn Business District and will match 50% of the cost of eligible improvements up to \$5,000.

Additional Resource

National Trust for Historic Preservation’s Main Street Program: www.mainstreet.org



Rear Access Road Example: A rear access road is provided to service the intense commercial development. This reduces the need for multiple curb cuts along the main road.



Gateway Treatment Illustration: The illustrations above are taken from the City of Marion, Iowa’s Comprehensive Plan. Sample locations for gateway signage were identified as urban design and community character components. The signs were highlighted with attractive landscaping and lighting, and their prominent location along the roadway allows them to be highly visible to motorists traveling through a corridor.

Gateway Treatments

Gateway treatments bookend the entry and exit points of a destination. Banners, lighting, landscaping, streetscaping, and signage are typical elements of a gateway. These elements are used to highlight a downtown or a special district. Gateway treatments create a sense of place to celebrate the unique character of an area. They are an essential part of a community’s identity and branding.

Growth Node Identification Location

The municipal comprehensive planning process can be used to identify where growth nodes should be promoted. Many factors can be used to identify these locations which are included in this toolbox. These factors include:

- Major intersections in the roadway grid
- Pre-determined signal locations
- Commercial areas
- Major employment centers
- Related Tools
- Collector Roadway Grid, Transportation Plan, Access Management Plan

Hybrid Zoning

Hybrid zoning meshes the best of conventional (land use-based) zoning and form-based zoning to allow flexibility in the review process. Applicable design standards may be applied differently to different districts. For example, creating a hybrid zone for a downtown would not strictly regulate the types of uses allowed but would dictate the form of the buildings through the use of graphics, illustrations and an established design review process. This could allow the introduction of residential uses into a downtown that previously did not have them without impacting the commercial nature of the downtown. Implementing hybrid zoning requires a rewrite of the zoning ordinance and a revised zoning map.

Impact Fees

Within the framework of a budget and a capital improvement program, an impact fee ordinance allows a municipality to assess a one-time fee for new infrastructure made necessary by a proposed development. This reduces the burden on general taxpayers by requiring that growth “pay for itself” and ensures that new development is supported by adequate facilities. The two legal tests to consider are a “nexus” or direct relationship between the proposed development and the resulting infrastructure needs and determining “rough proportionality” which requires that the amount a developer pays is proportionate to the development’s impact or use.

Impact fees are allowed through state enabling legislation for home rule municipalities. For example, an existing two lane bridge may require widening due to a proposed development. An impact fee is a mechanism to assess the proportionate cost of the bridge widening to the new development.

Additional resource

Overview: www.impactfees.com

Improve Landscaping

Creating a unified look for an area has both environmental and economic benefits as well as safety. Plants play an important role in maintaining air quality, mitigating noise, light, and dirt, conserving natural resources and reducing summer temperatures. Landscaping provides a screen for pedestrians from busy streets and can assist in reducing vehicular speed. In particular, street trees can create a sense of enclosure to create a “public living room” as they mature. Investing in landscaping also improves “curb appeal” which can attract customers to your businesses and businesses to your district. Studies have also shown that landscaping promotes a positive perception of an area which can deter crime like graffiti and can improve property values.



The above photos illustrate attractive landscaping along roadway corridors. Landscaped medians and parkways have a significant impact on the aesthetics, safety and environmental impact of a corridor. Their highly visible locations contribute to the beautification of a municipality, as well as separate lanes of oncoming traffic and reducing traffic speeds. They can be designed to collect and store stormwater as well. Investing in landscaping along major corridors improves “curb appeal”, which can attract businesses to the area, and customers to those businesses.

Incubator Programs

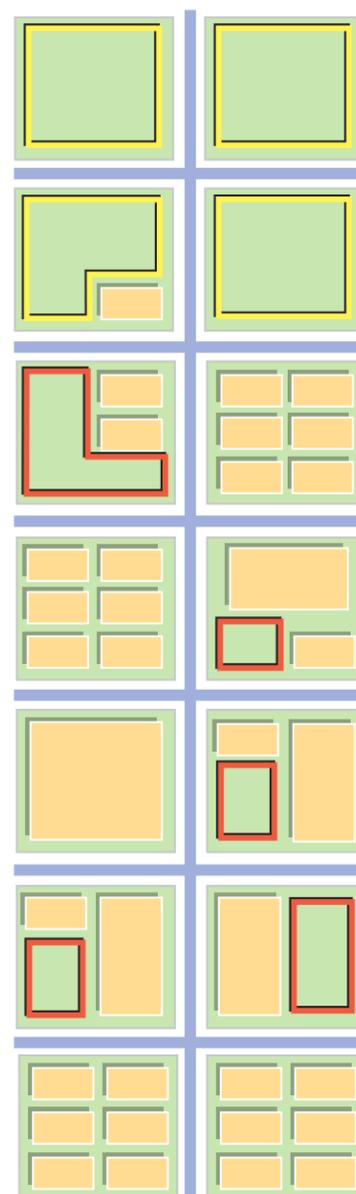
Business incubators provide low-cost space and specialized support services to small companies. Such services might include administrative consulting, access to office equipment and training, and assistance in accessing credit. Incubators are typically owned by public entities such as municipalities or economic development agencies who then subsidize rents and services with grants. In addition to job creation and generating activity, the goal is to have startup businesses grow and relocate to larger spaces within the city or village.

Industrial Revenue Bond (IRB) Inducements

Industrial Revenue Bonds (IRBs) offer a tax-exempt, low interest source of financing to manufacturing firms. A municipality will sell IRBs and then loan the proceeds to manufacturing businesses to finance capital investment projects. IRBs are unique in that although the municipality issues the bonds, the firm benefiting from the capital investment is to provide the interest and principal payments on the loan. The municipality is, in effect, lending its bond tax-exemption, but not its credit, to the bond issue. Municipalities typically place limits on the minimum and maximum size of the bond issue and the maximum size of the project being funded.

Infill Development

Adopting policies and incentives for infill development means encouraging development in existing areas rather than in undeveloped areas. This helps to relieve development pressure on agricultural land, maximizes investment in existing infrastructure, and can help to reinvigorate the older parts of a community. Creating new infill policies can be achieved through the development review process and/or through specific economic development incentives to encourage or require that development occur in existing areas. Specific examples may include a comprehensive plan update, a zoning ordinance amendment, the creation of overlay districts, or the introduction of administrative waivers or special tax incentives for proposed infill developments.



The adjacent graphic illustrates which vacant sites qualify as infill development areas. These areas are identified as priority development sites because they relieve development pressure on agricultural land, maximize investment in existing infrastructure, reinvigorate older parts of a community, and minimize sprawl. Vacant parcels that are physically removed from existing development are identified as secondary development sites that should only be developed once the infill sites are developed.

- Infill Areas: Priority Development Sites
- Undeveloped Areas: Secondary Development Sites
- Existing Buildings

Intergovernmental and Boundary Agreements

Intergovernmental agreements can be a key implementation technique in dealing with difficult growth management issues. This agreement is voluntary among participating jurisdictions and sets forth specific goals and policies to allow for more orderly growth. Local governments agree on the plans and measures. For example, an agreement between a city and a county may bind the jurisdictions to approve development only where infrastructure currently exists. In the same example, the local governments may opt to form a regional service authority to share resources and avoid duplication of services.

Landscape Bond

A landscape bond can be required by a municipality for construction projects to make sure that the final grading of the soil and germination of grass seed or laying of sod is completed as planned and in a timely manner. Typically, the Landscape Bond is required only if occupancy of the building is requested before the grading and sod can be completed due to adverse weather or other circumstances. The cost and time needed to complete the grading and sod or seed is estimated by the Contractor and verified by the municipality. When the work is inspected and approved, the municipality issues a check refunding the Landscape Bond. If the grading and grass is not completed in the time allocated, the municipality can withhold the bond and use it to complete the landscaping.

LEED Certification

Leadership in Energy and Environmental Design (LEED) Certification is a rating system developed by the U.S. Green Building Coalition (USGBC) to certify “green” buildings and developments. A green building is generally defined as one that is environmentally responsible and resource-efficient throughout a building’s life-cycle. From conception to construction, the building’s materials and maintenance allow for high performance and sustainability. The four levels are LEED-Certified, LEED-Silver, LEED-Gold, and LEED-Platinum. Beginning in 2009 after a two-year pilot program, the USGBC has created LEED-ND. LEED-ND is a Neighborhood Development Rating System which integrates the principles of smart growth, urbanism and green building at the neighborhood level. A municipality may enact a green building ordinance or may revise their development review process to encourage or require green building techniques.

Additional resource

U.S. Green Building Council: www.usgbc.org

Limit New Signals

It is recommended that municipalities discourage the placement of any new signal except in locations where major roadways intersect IL 47.

Signal placement is determined based on surrounding land use. It is recognized that there may be a need to place additional signals between major roadways. Signal placement should be coordinated with adjacent municipalities, IDOT, and the county (if the major roadway is a county highway). By selecting where signals should be placed in advance of development, municipalities can manage traffic flow and direct development toward desired locations. Access to IL 47 should be limited through the use of frontage roads and rear access roads.

Related Tools

Access Management Plan, Transportation Plan, Transportation Impact Study



Signal locations can be determined in advance of development to achieve goals and plan for appropriate access and circulation.

Linking Long Range Transportation and Land Use Plans

While most long range land use planning occurs at the local level, most transportation planning occurs at the regional or state level. Local governments can work with the Illinois Department of Transportation, the Chicago Metropolitan Agency for Planning, county agencies and each other to ensure that transportation and land use are better linked to planning activities. Specifically, these partnerships can create consistent policies and performance measures on a geographic or corridor basis. Identifying partners and using intergovernmental agreements may be one mechanism for implementation.

Additional resources

Federal Highway Administration: www.fhwa.dot.gov

Transportation Research Board: www.trb.org

Locate Governmental Buildings and Community Facilities within Built-Up Areas

One way to leverage private investment to a downtown, Main Street, or a special district is to locate governmental buildings and community facilities within these targeted areas. This can provide important anchors and may help to accomplish economic development goals outlined in the comprehensive plan. Government employees and visitors doing business with the government provide a customer base which can attract restaurants and shops. Nighttime events such as board meetings and public hearings can bring activity in the evenings.

Local government can set a good example by siting their facilities in built-up areas such as downtown.

Median Design and Landscaping

Median design and landscaping can improve the appearance of the roadway where acquiring additional right-of-way may not be feasible. For example, landscaped medians can give the perception of reduced road width to achieve reduced travel speeds. Medians can play an integral role in branding through the use of streetscaping and gateway identifiers. The types of medians vary widely and can be chosen based on community preference and context. Medians also allow safe pedestrian and bicycle crossing by allowing a “refuge” when traversing wide roadways. Medians installed by IDOT are usually maintained by the local municipality. A landscape professional can assist in choosing the appropriate plant material to survive the harsh conditions and to ensure enough space is provided for trees and plant material to survive.



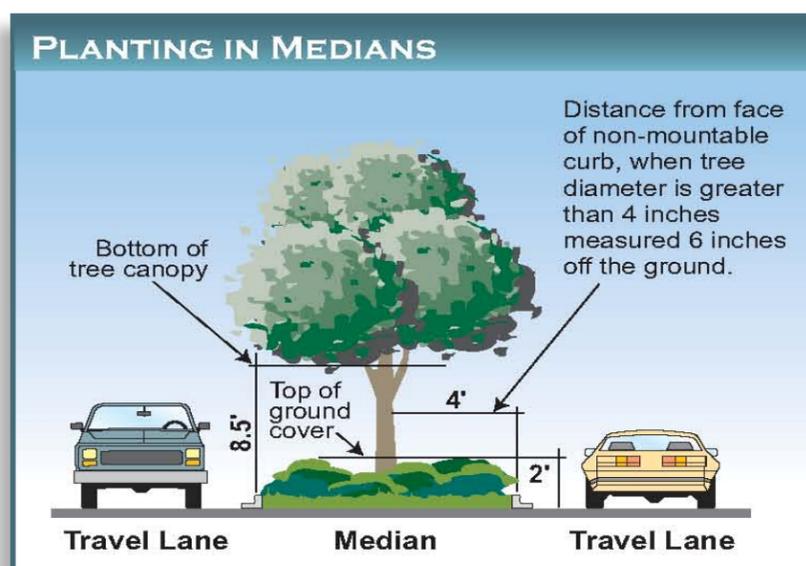
Old Location: Central Location, Serves as an Anchor



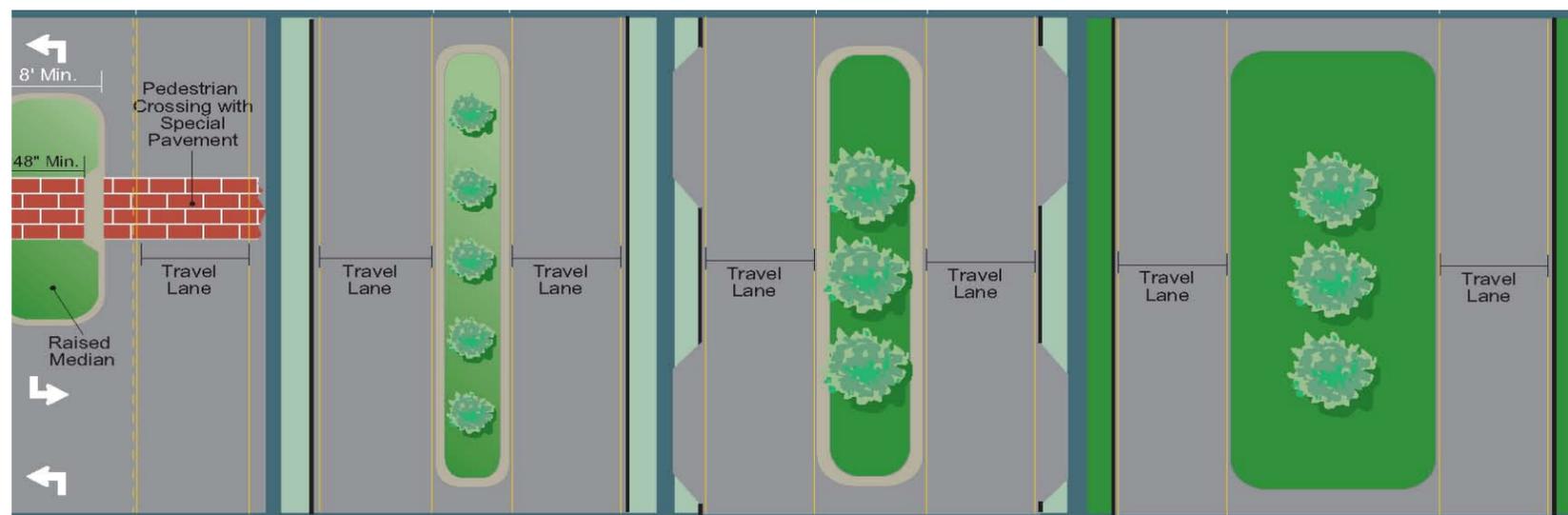
New Location: Removed from Pedestrian Access and Activity

These photos illustrate the old and new locations for the Algonquin, Illinois, Village Hall. The old location was in the center of the Downtown and had the potential to serve as an important anchor and generate activity for Downtown businesses. The new location is in the center of a residential area, removed from pedestrian activity, with no nearby businesses to benefit from the employees or visitors.

Despite the temptation, municipalities should resist locating civic facilities in new growth areas because developers provide them with land.



A conceptual median design from the Alachua County corridor Design Manual identifies landscaping options, median width and the required clearance from travel lanes.



Multi-Modal Level of Service

Level of service (LOS) is a term that is used to describe the performance of an intersection or roadway.

LOS is based on a scale of A to F. LOS A represents free-flow conditions. LOS F describes breakdown in vehicular flow. Conventional LOS only takes into consideration the flow of vehicles. It does not consider the LOS for bicycles, pedestrians and transit. A new emerging concept is to determine multi-modal LOS. Although it is a new concept, the opportunity to quantify roadway performance for all users can help to improve the transportation conditions at growth nodes.

Related Tools

Transportation Plan, Access Management Plan, Transportation Impact Study

Additional resources

Transportation Research Board: Multimodal Level of Service Analysis for Urban Streets. NCHRP Report 616. http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_616.pdf

Mixed-Use Development

The promotion of mixed-use development reduces dependency on the automobile, provides needed goods and services, and reinvigorates commercial corridors by encouraging compatible uses in a specific area or development. To appropriately plan for mixed-use development, communities should identify areas where mixed-use development is desired and make sure that the zoning encourages and allows it.

Mixed-use development can take a variety of forms. For example, a mix of uses may occur next to each other or stacked on top depending on appropriate density levels. Thus, a one-size-fits-all approach should be avoided. Providing prototypes, examples, and clear guidelines based on the existing development patterns in a municipality will help to achieve the goal.

It is important to note that there is a difference between multiple uses on a site and a mixed-use building.

Additional resources

The Urban Land Institute: www.uli.org

Smart Communities Network: www.smartcommunities.ncat.org



Mixed-Use projects have been successful throughout the region. These photos illustrate examples in St. Charles, Glenview, and Tinley Park, Illinois. All of these examples feature multi-story buildings with commercial and office uses on the ground floors and residential or office space above.

New Markets Tax Credits

The New Markets tax credit program is designed to facilitate investments geared toward job creation in lower income areas. This is a federal program administered by the U.S. Department of Treasury. Tax credits are provided to private investors contingent upon their investment in designated Community Development Entities (CDEs). The CDEs in turn must use proceeds to provide capital to projects located in census areas that meet the required criteria (there are currently 17 qualifying census tracts in Kane County). Development can include commercial, industrial or mixed use developments. The program benefits investors through the provision of tax credits and eligible municipalities benefit through the financing of development that would otherwise not be feasible.

On-Street Parking

On-street parking helps preserve community character, slows traffic on the road and serves as an important buffer for pedestrians and bicycles. On-street parking can be accommodated in a variety of ways depending on the roadway cross section and design speed. Typical examples include parallel, angle, or back-in angle parking. This maximizes space within the public right-of-way, making more space available for development and reducing the need to provide off-street parking lots. Generally, IDOT prefers to not encourage new on-street parking on State of Illinois roadways. However, municipalities that currently have on-street parking can maintain it. On-street parking also may be a viable option for other roads in the Corridor where village centers or growth nodes are desired.

Overlay District

An overlay district is a zoning mechanism which applies additional regulations to the base (or underlying) zoning district to address special land use circumstances or environmental considerations. Typical examples of overlay districts address historic preservation, signage, or floodplain management. Overlay zoning is enacted by ordinance. An overlay district could be established for parcels along a corridor that have unique challenges or environmentally-sensitive areas not present in other, similar areas. Overlay districts can strengthen existing developed areas by applying design guidelines to new development.

Pace Development Guidelines

Pace, the Suburban Bus Division of the Regional Transportation Authority (RTA), has prepared Development Guidelines to encourage the coordination of real estate development and transit service. The recommendations are designed to help municipalities and the development community accommodate transit service in their development plans. Key considerations include:

- Intersection and turning radii
- Bus turnarounds
- Bus stop placement, size, and spacing
- Land use considerations
- Site design techniques

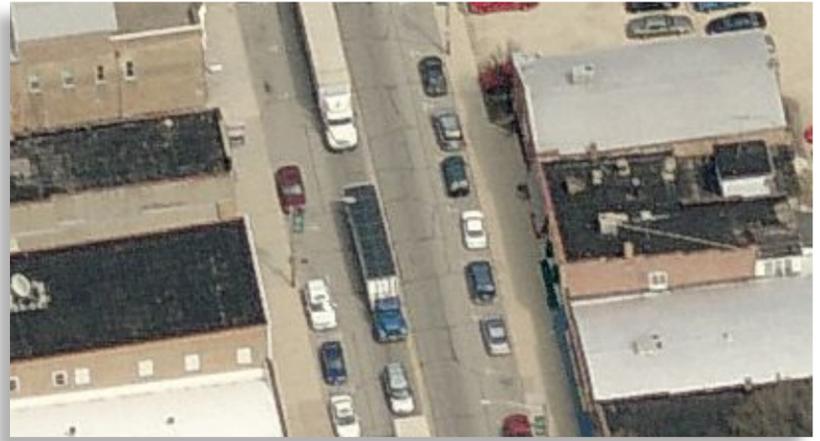
An example of a specific recommendation is that the transit vehicle turning radius should be considered when constructing roadways and intersections that will accommodate Pace transit vehicles. Pace recommends designing for a minimum 50-foot outside turning clearance to ensure proper maneuverability of all Pace vehicles.

Related Tools

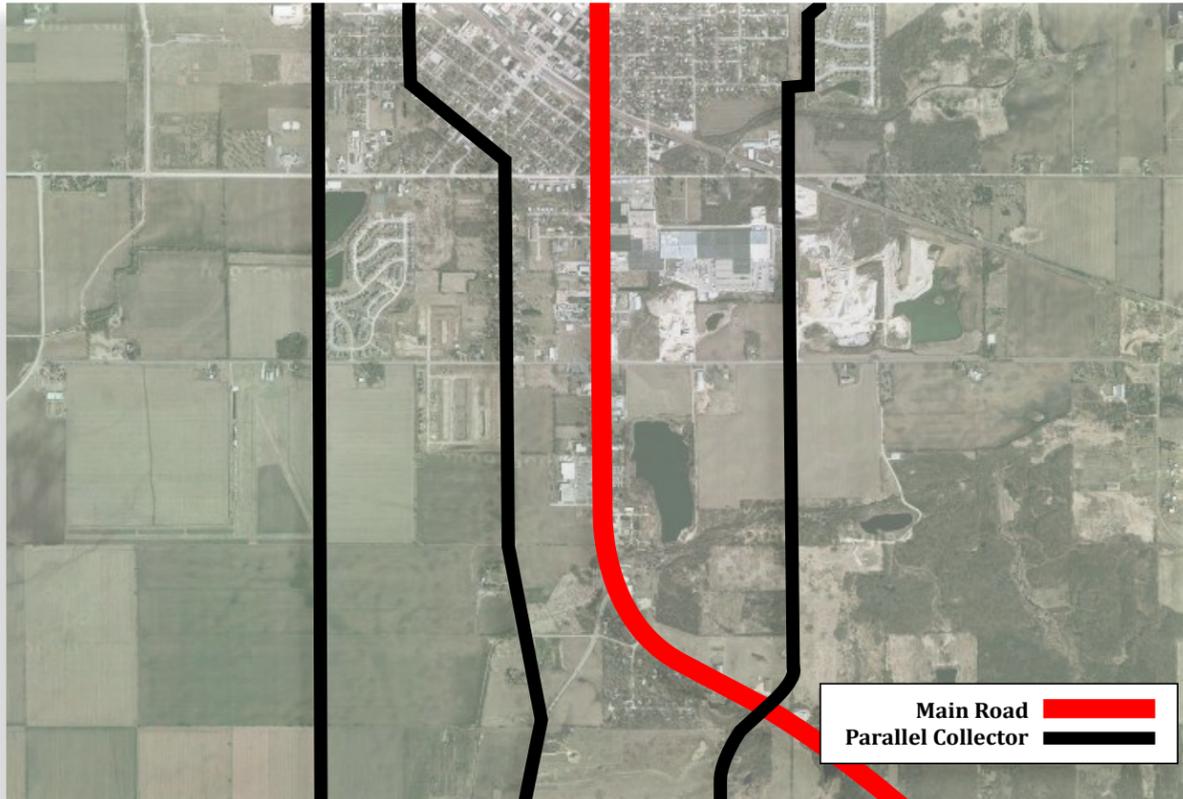
Transportation Plan, Complete Streets Policy, Cross Section Alternatives

Additional resource

Pace: www.pacebus.com/guidelines/guidelines.asp



On-street parking in downtown Hebron and Elburn. These photos demonstrate parallel, angle and back-in-angle parking options.



Parallel connectors help to relieve congestion on the major roadway by providing alternatives for short trips.

Parallel Collectors

Parallel collectors are an important component of a road network. They run parallel to major roadways, such as IL 47, and are located within one-quarter to one-third of a mile to provide alternatives to using the main arterial for short trips. Designating existing roadways or providing new parallel collectors can help to form a more complete network and provide alternative north-south movements.

Parking Requirements that Discourage Excessive Spaces

Most municipal parking requirements are based on outdated parking standards or have been influenced by “peak demand” which results in empty surface lots for a majority of the time. This leads to an inefficient use of land and discourages walkability. Municipalities can reduce the number of parking spaces by adjusting parking standards in their zoning ordinance.

For example, a municipality may enact maximum parking standards in addition to (or instead of) minimum parking requirements. Additionally, local governments can encourage private developers to enter into shared parking agreements to maximize the use of existing parking lots.

Additional resource

Whole Building Design Guidelines: www.wbdg.org

Parkland/Cash-in-lieu Dedication Ordinance

The requirement to dedicate parkland as part of a proposed development can be codified in a parkland dedication ordinance. New developments that are adding to the population of a community are responsible for helping to create parks to serve these new residents. Communities with a parkland dedication ordinance can also require a developer to contribute to a park fund in-lieu of providing land for parks. This helps to achieve goals for parkland per capita and to ensure that the parkland is distributed throughout a community in concert with a parks master plan.

Additional resource

Conservation Tools: www.conservationtools.org

National Recreation and Parks Association: www.nrpa.org

Parks Master Plan

Creating a parks master plan provides clear guidance for the location, timing and funding of park improvements. This includes forecasts for park needs and appropriate park uses. The plan serves as a long-range vision (10-20 year timeframe) for future development and programming. Typical issues include infrastructure and facilities, natural and cultural resource management, and general design concerns. The plan is conceptual in nature and is not intended to address detailed issues related to engineering or park operations.

Additional resources

National Recreation and Parks Association: www.nrpa.org

City Parks Forum: www.planning.org/cityparks

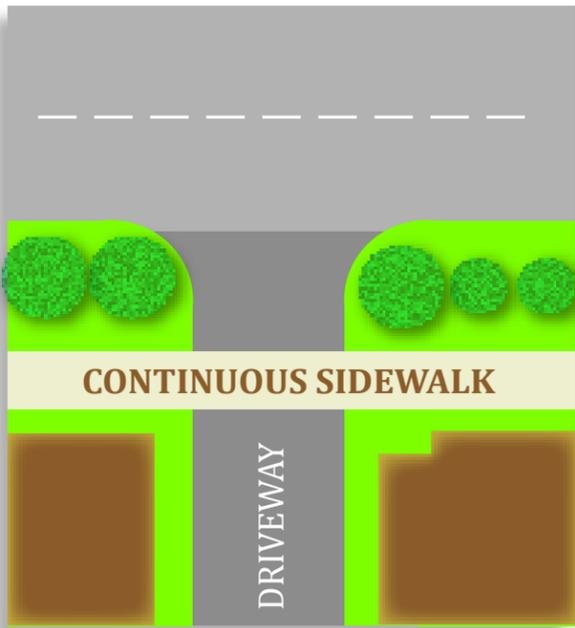
Partner with Non-Governmental Agencies to Acquire Open Space

Governments need not shoulder the responsibility for acquiring open space alone. Land trusts and similar not-for-profit organizations have been established to assist with the legal, political, and administrative issues around acquiring open space. One way these organizations can assist is to enter into a private covenant with property owners to ensure access to open space remains public and permanent. This allows the municipality to achieve open space goals without incurring additional cost.

Additional resources

Trust for Public Land: www.tpl.org

Openlands: www.openlands.org



A continuous sidewalk is important and should not be interrupted by driveways or other improvements.



Clearly identified pedestrian crossings for signalized intersections.

Pedestrian Crossings

Pedestrian crossings should be clearly identified for those on foot, bicycle or in a car. Signalized intersections should be designed to clearly identify the intended crossing locations, provide adequate buffers and refuges from automobile traffic. Where crossings are wide, crossings should include a refuge island or median to minimize pedestrian exposure to automobile traffic. Various methods can be used to designate crossings at roadway intersections and midblock locations. The type of crossing can range in level of investment from simple pavement markings to overpasses/underpasses. Determining which type to use is dependent on roadway conditions and community preference. Pedestrian crossings at driveways also are of great importance in promoting walking.

Related Tools

Pedestrian Plan, Access Management Plan, Complete Streets Policy

Pedestrian Plan

A pedestrian plan identifies objectives to support a walkable environment. The extent to which the plan is created is up to the goals and funding priorities of each municipality. A pedestrian plan focuses on the relationship between the transportation network and land use, contains land use policy recommendations, and proposes capital improvement projects to help the municipality achieve the goals and objectives. The pedestrian plan can, in many cases, contain a plan map that shows the location of proposed capital projects. For some municipalities or agencies, a pedestrian plan may be part of a larger, municipal transportation plan. The proposed capital projects list can either be incorporated in a capital improvements plan or coordinated with private development.

Related Tools

Bicycle Plan, Transportation Plan, Transit Plan

Payment in Lieu of Taxes (PILOT)

Payment in Lieu of Taxes (PILOT) is a tool similar to tax abatement. Municipalities can use PILOTs to reduce the property tax burden of a desired business for a predetermined period. In this instance, a local taxing body and a property owner will agree to the annual payment of a set fee in place of the property taxes. Payments are typically made in the form of a fixed sum, but they may also be paid as a percentage of the income generated by a property. In addition, PILOT can also be a means of reducing the fiscal impact on a municipality of a nonprofit, institutional use or other non-taxpaying entity locating to a key site. While such uses can be desirable as activity generators, they can also negatively impact municipal services. Provisions can be made to offset that negative impact by allowing the municipality to be compensated for at least a portion of the revenue that would otherwise be collected in the form of property tax.

Planned Unit Development

A planned unit development (PUD) is a tract of land developed under single ownership or unified control, for which the otherwise applicable bulk, use, and design standards may be modified in order to allow for more flexible and site-specific planning. This flexibility often makes it possible to achieve certain economic efficiency in construction which can contribute to affordability. Additional goals may be achieved such as the preservation of open space and the provision of additional amenities.

The PUD approach provides a developer with the flexibility needed to promote innovative and creative land development that may not comply with a municipality's zoning regulations. This can help to achieve stated goals such as mixed-use development or increased densities.

In general, the objectives of a PUD include:

- Stimulate creative approaches to the development of land;
- Provide a more efficient use of land;
- Preserve or enhance natural feature and provide open space areas;
- Design developments that are economically viable; and,
- Promote unified developments that are aesthetically pleasing without being monotonous.



The above photo is a Planned Unit Development called Prairie Crossing in Grayslake, Illinois. The PUD approach allowed developers with a unique and innovative design to realize their plan, subject to additional review by the municipality. Municipalities may request various items in return for granting ordinance relief, such as the preservation of open space, implementation of strict design guidelines, parkland dedication, etc.

Preserve Historically Significant Structures

Historically significant structures embody the unique character of a community and are often irreplaceable in terms of craftsmanship, materials and style. By identifying historically significant structures through an inventory process, it is possible to allocate resources to preserving those structures. Once inventoried, it is possible to develop a preservation plan and develop incentives to preserve locally significant structures.

Additional resources

National Trust for Historic Preservation: www.preservationnation.org

Landmarks Illinois: www.landmarks.org

Process to Expedite Plan and Permit Approvals for Smart Growth

Encourage smart growth development by enacting processes to expedite approvals for projects adhering to smart growth goals. Specifically this is possible by creating clear guidelines, objectives and checklists for developers to follow. Additionally, the zoning ordinance may be amended to include smart growth projects that qualify for "as of right" zoning if they meet certain requirements. Permit fees may be waived or review times shortened as low cost methods of implementation.

Additional resources

Smart Growth Network: www.smartgrowth.org

Environmental Protection Agency: www.epa.gov

Property Tax Abatements

Property tax abatement is a versatile tool that can be applied to address a wide range of community issues. Property tax abatements are typically used as an incentive to attract business and revitalize the local economy. Tax abatements can also be used to encourage private sector development to engage more sustainable 'green' development practices, facilitate historic preservation, or create affordable housing.

In the State of Illinois, municipalities and other taxing districts can abate any portion of a property's taxes. The period of tax abatement on a given property can be no longer than 10 years and the total combined sum of abated taxes for all taxing districts cannot exceed \$4 million over that period. A taxing district can administer the abatement by one of two methods: 1) lowering the tax rate, 2) initiating a property tax freeze where the property is taxed based on a pre-development assessed value.

In some circumstances municipalities can also petition the County to lower a property's assessment. For example, a commercial property could be assessed at a percentage equivalent to that of a residential property. This is an effective means of lowering a property tax bill, however, it should be noted that this method impacts all taxing districts and not just the district making the request.

Public Gathering Spaces and Plazas

Planning for public gathering spaces offers the opportunity to showcase community pride and create opportunities for interaction. As people have more choice of where to live, quality of life will be an important decision criteria. Public space as it relates to a municipality’s identity will play a big part. Programming plazas and public spaces with special events ensures active use throughout the year. This can be accomplished in partnership with a chamber of commerce or community organization.

Additional resources

Project for Public Spaces: www.pps.org

Whole Building Design Guide: www.wbdg.org/design/plaza.php



Public gathering spaces, like the ones illustrated in the photographs above, should be incorporated throughout all forms of development including commercial areas and residential areas. They may be in the form of pocket parks or public plazas, and should be enhanced with street furniture and attractive landscaping.

Recovery Zone Economic Development Bonds

The Recovery Act allows for municipalities to declare all or portions of the community, a “Recovery Zone”. Declaring an area a “Recovery Zone” authorizes a local government to issue Economic Development Bonds, a type of Build America Bond, to finance capital expenditures. Local governments receive a direct federal subsidy payment for a portion of their borrowing costs on the bonds. The criteria for declaring an area a “Recovery Zone” are fairly simple and straight forward. An area can be designated by a municipality for a number of reasons including “general economic distress”. Virtually every community in the country meets this requirement which includes: increases in unemployment, increases in foreclosures, decreases in home prices and an overall slowdown in economic conditions. The criteria are purposefully open in order to provide a mechanism for stimulating economic development.

Both Kane and McHenry Counties have declared themselves “Recovery Zones”. Municipalities do not need to designate any area along IL 47 as a “Recovery Zone” as the Counties’ designation includes the entire corridor. Municipalities within the Corridor can work with their respective County governments to issue Recovery Zone Economic Development Bonds on

their behalf. In 2009, Kane County received \$16.8 million and McHenry County received \$18.3 million in federal Economic Development Bonds through the Recovery Zone Financing Program. Elgin is the only municipality in the Corridor that has Recovery Zone Bonding authority.

Recovery Zone Facility Bonds

Under the American Recovery and Reinvestment Act of 2009, counties such as Kane and McHenry may issue Recovery Zone Facility Bonds to help businesses finance the acquisition, construction, and/or rehabilitation of property used in their businesses. Recovery Zone Facility Bonds are “private activity” bonds, the proceeds of which are exempt from the gross income of obligation holders for federal tax purposes. Eligible projects include professional, business, and medical office buildings; warehouses and storage facilities; commercial developments (including retail businesses, shopping centers, auto dealerships, and restaurants); agricultural facilities; and manufacturing facilities. Recovery Zone Facility Bonds promote economic development by allowing local businesses to borrow at interest rates that are substantially lower than those offered by conventional lenders.

Regulations for Adjacency Requirements

Municipalities facing growth issues should consider adjacency (also called concurrency) requirements to ensure that adequate infrastructure exists to support proposed development. Adjacency regulations require that the necessary transportation, water, sewer and similar facilities are in place at the time of development or within a specified time thereafter. This ensures good planning, reduces impacts on existing infrastructure service levels and minimizes the need to use development moratoria. Adjacency requirements for new development should be clearly identified in the comprehensive plan and specific policies should be adopted in practice.

Roadway Design Guidelines

Realizing the goals of the Complete Streets movement also creates the need for roadway design guidelines that provide for all roadway users. Municipal and county-level design guidelines typically contain recommended standards for use when designing new streets, reconstructing, or maintaining existing streets. Design guidelines include graphics that show street dimensions, the placement of facilities for walking, bicycling, driving, and the use of transit. Visual examples are provided to show how to work within existing right-of-way and constrained conditions. If they are adopted as guidance or official policy, these design guidelines provide prescriptive information for the planning, design, and construction of transportation infrastructure that can either be implemented by municipalities, county transportation agencies, or private developers.

Related Tools

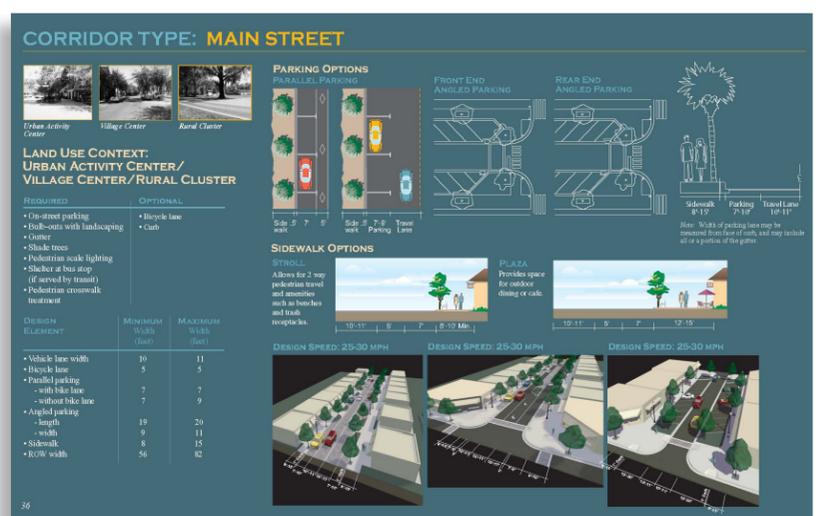
Complete Streets Policy, Transportation Plan

Additional Resources

National Complete Streets Coalition www.completestreets.org

Access Minneapolis Design Guidelines for Streets and Sidewalks www.ci.minneapolis.mn.us

State of Massachusetts Project Development and Design Guide www.vhb.com/mhdGuide/mhd_GuideBook.asp



Sales Tax Increases

A home rule community can institute an increase in the municipal portion of the sales tax without going to referendum. Increases are typically implemented in .25% increments, (but can be greater) and can be used for a variety of uses or to fund specific projects and programs. While exercising home rule authority in this manner can be a beneficial funding source, greatly exceeding the sales tax of neighboring communities can also result in shoppers turning to stores in communities with a lower rate.

Non home rule communities can institute up to a 1% sales tax increase but can do so only through referendum.

Sales Tax Rebate

A Sales Tax Rebate is a tool used by municipalities to incentivize businesses to locate to a site or area. The rebate is offered as a percentage of the municipal portion of the sales tax revenue generated by the establishment and is typically tied to benchmarks such as the greater the sales volume, the greater the proportion of the rebate. Sales tax rebate percentages can range from 1% to 100% and are dependent on the goals and objectives of the local municipality. Businesses typically negotiate the timing of the rebate to trigger at build out and stabilization so as to maximize the benefit.

Schools located within Walkable Distance

Siting schools within walking distance of major residential areas promotes healthy living and reduces dependency on the automobile. This translates to a safer route for children and reduced emissions. Municipalities can achieve this by requiring the reuse of existing facilities before granting permission to construct on greenfield sites and by ensuring that comprehensive plan goals and zoning regulations encourage the proximity of new residential development and schools. Additionally, municipalities must ensure that the routes to and from school are safe and that adequate pedestrian and bicycle infrastructure exists.

Additional resources

Safe Routes: www.saferoutesinfo.org

EPA: www.epa.gov



The above aerial photograph illustrates a school within walking distance of the neighborhood around it.

Shared Driveways

Driveways should be discouraged along IL 47. However, in developed areas or where frontage roads are not feasible, shared driveways should be encouraged. A shared driveway is an entrance that serves two or more separate parcels or property owners. Shared driveways achieve the goals of reducing the number of curb cuts along a major roadway and increasing the amount of space available for parking, landscaping, or gross floor area (if permitted by development regulations). Promoting shared driveways can improve walking by reducing the number of driveways that intersect sidewalks.

Sign Ordinance that Discourages Billboards

Billboards are seen as visual pollution and can contribute to blight in a community. Aesthetic regulation has been defended in the courts as a

valid police power for municipalities and this applies to the regulation of billboards. Short of banning billboards, many municipalities have restricted the zoning districts where billboards can be constructed, introduced distance requirements between billboards and regulated the type (e.g., no digital) of billboard. Discouraging and restricting billboards contributes to improved community character and quality of life which can enhance tourism and assist economic development.

Additional resources

Scenic America: www.scenic.org

National Scenic Byways Program: www.bywaysonline.org

Site Design Guidelines

Design guidelines clarify a community's desire for its look and character. Design guidelines complement the comprehensive plan and zoning ordinance by recommending and encouraging standards for development through the use of text, photos, sketches and renderings in the design review process. In this way, specific guidance is offered to developers in order to maintain the distinctive qualities of a community. Design guidelines can be created as a stand-alone document or may be embedded in existing planning texts.

While design guidelines are advisory in nature, form-based codes achieve many of the same goals but with regulatory power.



The Village of Kenilworth adopted Design Guidelines to address building character, the pedestrian realm, parking and service areas, lighting and landscaping, and more. They include highly illustrative graphics and descriptive text to shape what the desired character is in the community.

Smart Growth Codes

Codifying smart growth may be the best way to address development concerns faced by a municipality. In addition to revising the zoning ordinance, it may also be appropriate to revise the municipal building code to ensure that there are not provisions that unintentionally encourage sprawl development. A commitment to compact, walkable neighborhoods means ensuring that modernizing older buildings is easier and cheaper than developing on greenfield sites.

Additional resources

Smart Growth Network: www.smartgrowth.org

EPA: www.epa.gov

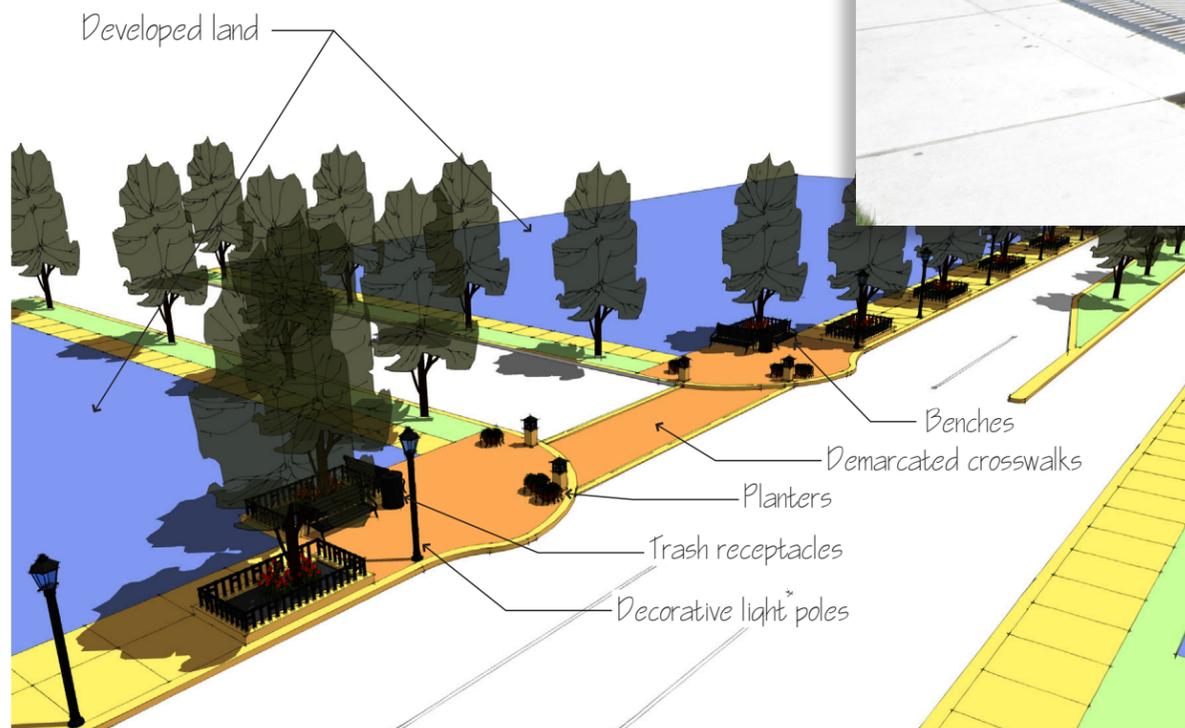
Special Service Areas

A Special Service Area (SSA) provides a means of funding improvements and programs within a defined, targeted area. In an SSA, a predetermined percentage, (dependent upon the amount of funding required) is added to the property tax of properties within the service area. The revenue received from the SSA is channeled back into projects and programs benefiting those properties. An SSA can only be established if a majority of both property owners and electors within the defined area do not object to its implementation. SSAs may be particularly useful in areas with a concentration of businesses fronting the Corridor.

SSA funded projects can include such things as marketing and advertising assistance, promotional activities and events, streetscape and signage improvements, and property maintenance services. SSAs can also be used to fund revolving loan funds or façade improvement programs.

Additional resource

International Downtown Association: www.ida.org



Streetscaping

Streetscaping can contribute to a sense of place through the strategic placement of banners, decorative light poles, benches, planters and trash receptacles. Installing a streetscape creates a unified look to highlight a downtown or special district. Streetscaping can be funded through capital improvement funds, TIF Districts or SSA Districts. Some municipalities have found creative funding sources such as selling commemorative pavers which residents and businesses purchase for the opportunity to have their name on it.

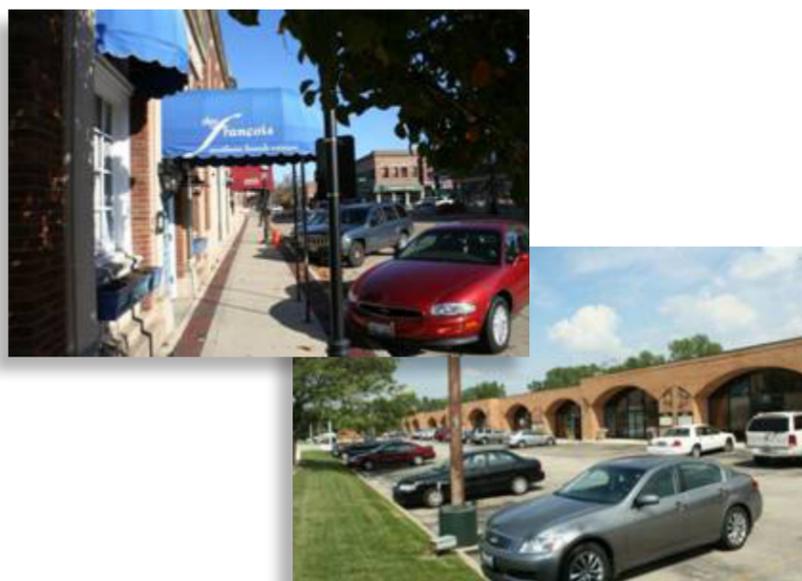


The illustrations on this page are taken from the Village of River Forest's Corridors Plan, and highlight the important streetscape elements that can be included along any major corridor, though the location and orientation of the different elements may vary.

Streetwall Creation

Creating a continuous streetwall (requiring a reduced front yard setback) is one method of promoting placemaking and improving walkability. After all, places are made by those who can experience them by walking around them. Montgomery is the only municipality within the Corridor that allows a 0' front yard setback which is ideal for creating a continuous streetwall. Conversely, larger front yard setbacks (i.e. Sugar Grove's 50'-100' requirement) discourage the creation of a streetwall.

Examples of how different front yard setbacks effect the creation of a continuous streetwall. In the adjacent photos, the first is a 0' front yard setback that creates a sense of place, and promotes walkability. The second example has a much larger building setback that does little to create a sense of place or promote walkability.



Support Regional Planning Efforts

Regional planning efforts address issues that transcend municipal boundaries. Local development decisions impact growth, congestion, environmental quality and quality of life in their own communities and beyond. It is crucial that individual communities support regional planning efforts from the initial goal-setting through assisting with implementation. The two-way delivery of information ensures that regional planning has the desired impact. This includes coordination with county planning agencies. As individual entities, and in their role as links to larger efforts, county planning agencies are an important resource for municipalities.

Additional resources

Chicago Metropolitan Agency for Planning: www.cmap.illinois.gov

Metropolitan Planning Council: www.metroplanning.org

Tax Incentives

Municipalities may enhance economic development efforts or support land use goals through the use of tax incentives for property or business owners. There are various tax incentives available at the local, county and state level that can be broadly categorized into property, income and sales tax. Authorization to enact a particular incentive program depends on state law and home rule status. Programs may take the form of tax abatement (for a specified period of time), tax rebates or may allow the issuance of revenue bonds. State level programs provide incentives for job creation, employee training, energy efficiency and infrastructure improvements. Additional programs are available for municipalities with TIF or SSA districts.

Additional resources

State of Illinois: www.illinois.gov

Illinois Municipal League: www.iml.org

Tax Increment Financing

Tax increment finance (TIF) is a powerful tool that several Corridor municipalities have used successfully. TIF utilizes future property tax revenues generated within a designated area or district to pay for improvements and incentivize further reinvestment. As the Equalized Assessed Value (EAV) of properties within a TIF District increases, the incremental growth in property tax over the base year that the TIF was established is reinvested in the area. Local officials may then issue bonds or undertake other financial obligations based on the growth in new tax revenue within the district.

The maximum life of a TIF district in the State of Illinois is 23 years although the TIF district can be extended via approval from the Illinois state legislature. Over the life of a TIF district, the taxing bodies present within the district, such as school or park districts, receive the same amount of tax revenue that was generated in the base year in which the TIF was established. There are provisions that allow for schools to receive additional revenue.

TIF funds can typically be used for infrastructure, public improvements, land assemblage and in offsetting the cost of development – including but not limited to engineering, storm-water and other site related issues.

Each municipality would need to undertake a study to determine whether areas or projects are TIF eligible. Municipalities could use the provision of TIF funding to incentivize and attract desired development along or adjacent to the Corridor. A TIF District for example, could include IL 47 properties as well parcels on adjoining arterials.

Additional resource

Illinois Tax Increment Association: www.illinois-tif.com

Teardown Regulations

Many older communities are facing drastic changes in the look and character of their residential areas due to excessive teardowns. A teardown is defined as the practice of demolishing an existing structure with the intention of constructing a new (and usually) larger home. Too often these new homes are out of scale with existing neighborhoods and their development may sacrifice mature trees, backyards, affordability, and access to air and sunlight for neighboring properties.

Teardown regulations and tools have been used in many municipalities to combat the practice. Revising the comprehensive plan to determine where to accommodate growth and change is usually the first step. In addition, many municipalities are reviewing their zoning ordinance for areas appropriate for downzoning and areas for incorporation into a historic district. Communities caught off guard by a teardown trend have used temporary moratoria in order to review their regulatory documents and processes. The design review process can be used to ensure appropriate floor area ratios (FAR), lot coverage and setbacks are achieved when new development occurs in older areas.

Additional resources

National Trust for Historic Preservation: www.preservationnation.org

Chicago Metropolitan Agency for Planning: www.goto2040.org

Traditional Neighborhood Development

Traditional Neighborhood Development (TND) is a type of development that promotes compact, walkable, mixed-use neighborhoods. Also called “neotraditional” development, TND is based on development patterns of the early twentieth century that were not dominated by the automobile. The goal is to foster a sense of community by allowing residents to shop, work and play without having to use a car for every trip. This is achieved by maintaining a scale of buildings and streets that is pedestrian-oriented. TNDs have an identifiable center anchored by civic, community and/or commercial buildings. Affordability and diversity are encouraged through a mixture of housing types and prices.

Additional resource

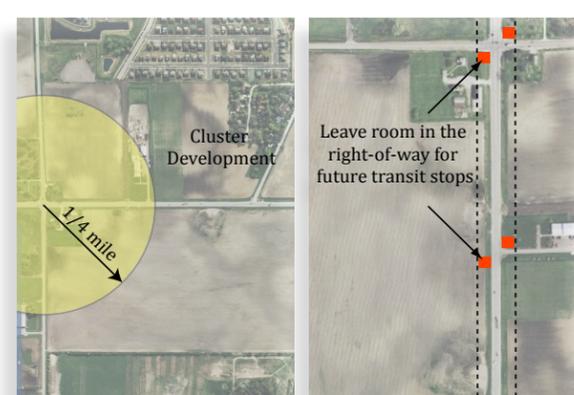
Congress for the New Urbanism: www.cnu.org

Transit Plan

Municipalities can plan for future transit by identifying locations for future transit stops. Generally, bus stops are placed at signals and other places where pedestrians can cross the road. Development should be focused at transit stops (see Transit Oriented Development). In addition, sidewalks should be encouraged so that people can walk to the transit stop from the surrounding area. The identification of future transit stops will ensure that space can be provided for bus stop pads, shelters, benches, and other amenities. It may also be used to plan changes to the roadway cross section, including pull-off lanes for buses or curb bulb-outs for improved pedestrian crossings.

Related Tools

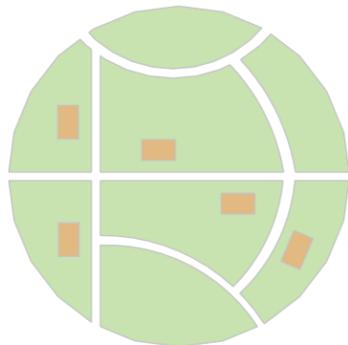
Bicycle Plan, Pedestrian Plan, Transportation Plan



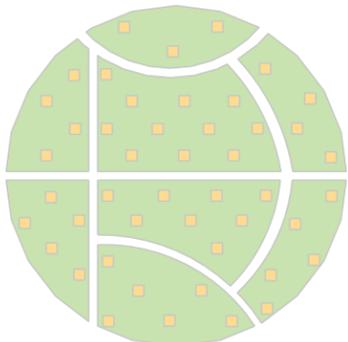
Plans for future transit can be supported by clustering development within 1/4 mile of a proposed transit station and by leaving right-of-way available for proposed bus stops and waiting pads.

Transfer of Development Rights

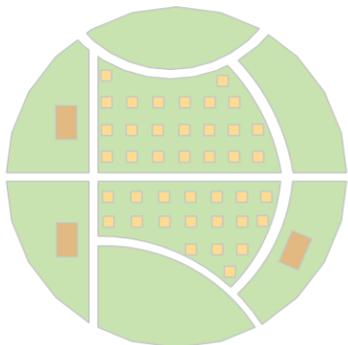
Transfer of Development Rights (TDR) is a legal mechanism to convey development rights from one parcel of land (“sender” or “donor”) to another parcel (“receiver”). The sending parcel typically has an element the municipality would like to preserve (open space, vistas, historic structures) while the receiving parcel is an appropriate site for additional density or height. The TDR process incentivizes both parcels to achieve the common goal. TDR can be accomplished within a municipality if they have agricultural zoning districts.



Undeveloped Land/Agriculture

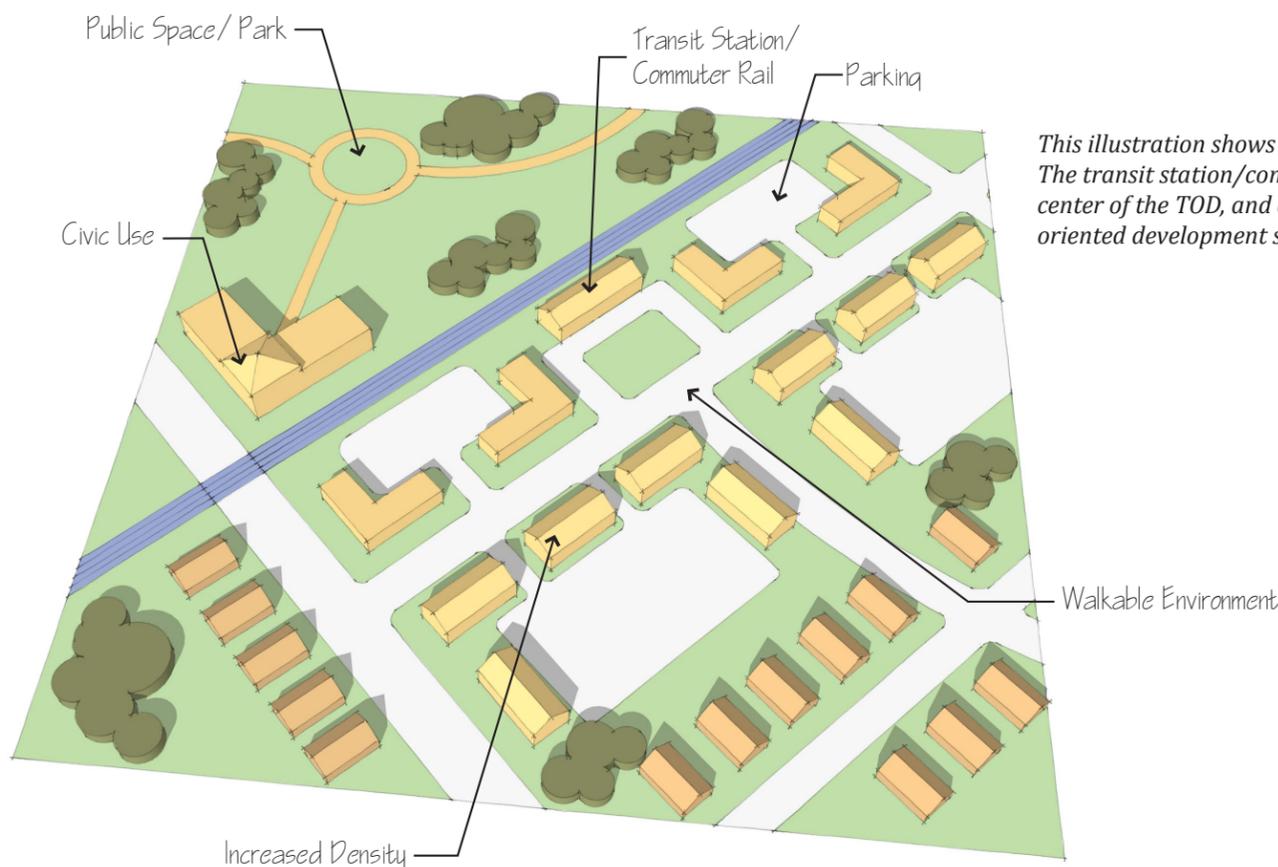


Standard Low Density Development



TDR Program in place: Higher density in certain areas, open space/agricultural preservation in others

This graphic illustrates how a TDR Program may affect development in an existing agricultural area.



This illustration shows a conceptual suburban TOD. The transit station/commuter rail functions as the center of the TOD, and dense, mixed-use, pedestrian-oriented development surrounds it.

Transit Oriented Development

Transit Oriented Development (TOD) prioritizes mass transit (bus or rail) as a mode of transportation. Uses in TODs are typically compact, dense and located in close proximity to transit facilities. This maximizes investment in transit infrastructure or anticipates the construction of new facilities. TODs enhance the convenience of traveling for pedestrians, bicycles and transit riders. Typical uses include a mix of housing types, convenience retail (such as coffee shops, dry cleaners and shoe repair), and public spaces. By containing a mix of land uses, often within the same building, a TOD seeks to create a sense of place while at the same time reducing the need to drive. A TOD is walkable, and clusters land uses within one-quarter to one-half mile of a transit stop or station. For residential land uses, density is expressed in dwelling units per acre. For non-residential land uses, gross floor-to-area ratio is used. For best results, these densities are maintained for all land uses within one-quarter to one-half mile of a proposed or existing rail or bus transit station. Suggested density ranges are shown in the table.

Density thresholds for areas around commuter rail stations vary widely across the Chicago metropolitan region and nationally. No specific density guidelines have been developed. Commuter rail TOD is increasing in popularity as a development pattern. It has become common practice for municipalities to work with transit agencies in developing transit oriented development plans that center on commuter rail stations.

Related Tools

Cluster Development, Mixed Use Development, Growth Node Location Identification

Additional Resources

Massachusetts Bay Transportation Authority: http://www.mbta.com/about_the_mbta/t_projects

Maryland Department of Transportation Office of Real Estate - <http://www.mdot-realestate.org/tod.asp>

Center for Transit Oriented Development: www.reconnectingamerica.org

Chicago Metropolitan Agency for Planning: www.goto2040.org

Transit Plan

A transit plan identifies the goals and objectives for improved existing or future transit service. By identifying the desired or likely locations for transit, municipalities, counties, or regional agencies can develop land use policies and coordinate the construction of transportation infrastructure to support planned transit service. A transit plan can be part of a transportation plan or can be a separate document. Transit plans may contain a map of proposed or potential transit service or provide only land use policy and site development guidance.

Related tools

Bicycle Plan, Pedestrian Plan, Transit Plan

Transportation Impact Study

A transportation impact study is undertaken at the time a development proposal is prepared to estimate the impact on an area's existing roadway capacity. Once impacts are identified, a proposed development estimates the traffic impact that a proposed development would have on the existing transportation network. Upon establishing this connection, developers then would work with the municipality to pay for the infrastructure improvements that would be needed to adequately mitigate the traffic impact that is estimated. Transportation impact studies often are required by ordinance for developments that meet a minimum threshold, the definitions for which vary by community and region. Typical elements of a transportation impact study include site plans and maps, an analysis of trip generation and distribution, and site entry and exit information.

Related Tools

Access Management Plan

Additional resource

Institute of Transportation Engineers: www.ite.org

Transportation Plan

A transportation plan identifies capital investment priorities and policies that are necessary to help municipalities realize the goals presented in a comprehensive plan. Too often, a comprehensive plan is focused primarily on land use planning to comply with zoning enabling legislation, and does not focus on improving the connection between land use and transportation. Some of the clearest guidance provided in a transportation plan is a map of the proposed transportation network. This helps a municipality identify where transportation system capacity is needed to support the proposed land use plan in the comprehensive plan. Transportation plans also provide design guidelines for transportation infrastructure that is not just for roads. The map and design guidelines are provided for roads, sidewalks, bicycle facilities, traffic signals, truck routes, and transit stops. Adopting a plan with these components helps communicate the quality of private development of land use and infrastructure that is consistent with the goals of the municipality.

Related tools

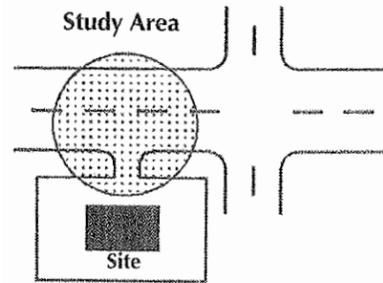
Bicycle Plan, Pedestrian Plan, Transit Plan

Truck Route Alternatives

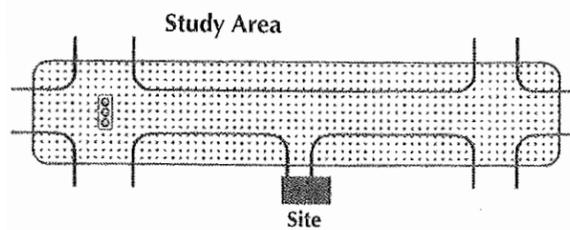
IL 47 is a designated truck route. When truck routes travel through the center of a municipality, the roadway's capacity and efficiency are affected and truck routes may adversely impact adjacent land uses, particularly in areas where pedestrian activity exists or is anticipated. Municipalities can alleviate this conflict by providing a nearby collector or arterial roadway that is built to the design specifications of a truck route and offer these routes as alternatives to IL 47 in areas where it is used as the main street.

Related Tools

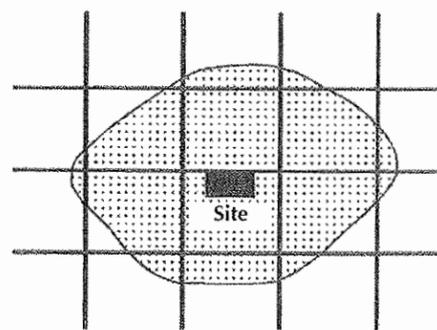
Access Management Plan, Collector Roadway Grid



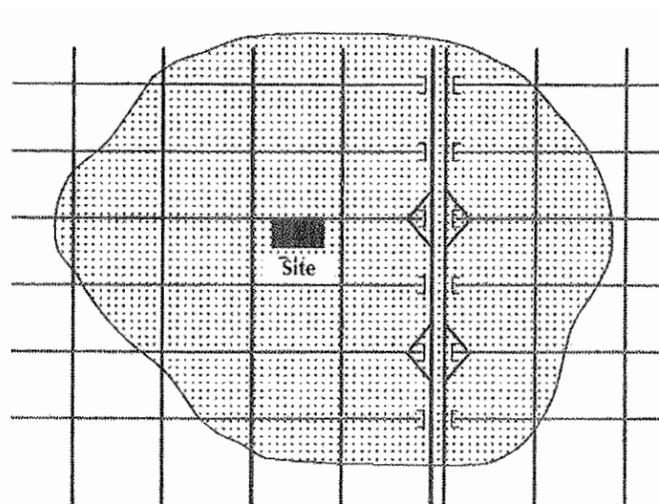
Access Location & Design Review: Evaluate driveway movements



Traffic Assessment: Evaluate adjacent intersections



Traffic Impact Statement: Evaluate nearby intersections



Regional Traffic Analysis: Evaluate subarea of the roadway system

Utility Connection Fee Waiver/Reduction

Municipalities and other service providers can utilize connection fee waivers or reductions as incentives to encourage desired design or development practices. A waiver or reduction of such fees at the outset of a development can significantly lower private-sector construction costs. It may behoove local governments to craft agreements that include ‘recapture provisions’ so that upgrade costs can be recaptured through fees paid by future benefiting users. In the case of a fee waiver or reduction being granted to attract a large employer, the local government could require full payment of any utility or connections fees if the new development does not meet certain thresholds regarding employment.

“White Elephant” Ordinance

Communities are using several techniques to combat “big box” blight when a large stand-alone or anchor retailer closes and leaves a vacant store. Even before a new big box is approved, some communities are preparing for their eventual demise. Conditions of approval may include a performance bond where the developer is responsible for paying for the demolition or maintenance of the property should it be vacated. Creative conditions of approval including requiring developers to submit plans for reuse in case of vacancy, requiring the vacating business to assist in marketing the property and limiting the use of restrictive covenants (that prohibit lease or sale to competitors) are also being employed. Additionally, communities are strengthening their property maintenance standards to address specific issues raised by vacant big box stores. Ordinances may also be enacted that limit store sizes or require an economic impact analysis for new proposals.

While a developer or property owner has financial incentive to fill a vacant space, other considerations such as keeping out competition may inhibit them from filling a vacancy in a timely fashion. A municipality may consider regulations to avoid a situation which may encourage blight.

Additional Resources

New Rules Project: www.newrules.org

APA PAS Report: [Meeting the Big Box Challenge](#)

Zoning Ordinances, Building Codes and Regulations Updates

Communities who find themselves frustrated that their desired goals are not being achieved through proposed developments may look to their zoning ordinance and building code. If out of date they can produce unpredictable and undesirable results. The introduction in recent years of new types of codes (e.g., form-based, smart codes) gives communities the option to revise their codes to achieve their goals.

Additional Resources

Smart Growth Network: www.smartgrowth.org

International Code Council: www.iccsafe.org